

**EXCLUSIVE PERIOD
PICTURE ARCHIVES**

» **Stonefield
Fire Engines**

» **Eastern
Coachworks**

VINTAGE ROADSCENE

www.roadscene.com

Issue 217 December 2017 £4.30

ANYONE FOR A PINT? BREWERY DRAYS OF THE PAST



Kent Showmen



Early Volvos



Driving a Sweeper

■ **HALL & CO** ■ **KENT & SUSSEX** ■ **RALLIES** ■ **YOUR LETTERS**

EMERALD MODEL TRUCKS



LATEST RELEASE

Murphy Transport Cork 60th Anniversary Model, DAF XF106 and Tanker, due Dec 16



LATEST RELEASE

Pacon Scania R560 & Stas Walking Floor trailer €170.



FUTURE RELEASE

Myers International F12 Globetrotter and Chereau fridge trailer. Due July/August 2017. Price €180.



FUTURE RELEASE

K Mackin International Transport, Scania R730 Show Truck Due December 17 /January 18.



**Premier Stockist of
WSI Models
and Drake
Collectables.**



Tel: 00353 87 4360977

Email: emeraldmodeltrucks@gmail.com

www.emeraldmodeltrucks.com

Specialist in high quality replica trucks

Mail order a pleasure and we accept all major cards for payment

VINTAGE ROADSCENE
WWW.ROADSCENE.COM
KELSEY MEDIA

Cudham Tithe Barn, Berrys Hill,
Cudham, Kent TN16 3AG

EDITORIAL

Editor: Mike Forbes
Email: vr.ed@kelsey.co.uk
Art Editor: Rob Terry – rob@focusedondesign.co.uk

ADVERTISEMENT SALES

Talk Media Sales
01732 445325
info@talkmediasales.co.uk

Production Supervisor:

Joe Harris 01733 362318
kelseycommercial@atgraphicsuk.com

Team Leader:

Melanie Cooper - 01733 362701

Publishing Operations Manager:
Charlotte Whittaker

MANAGEMENT

Managing Director: Phil Weeden
Chief Executive: Steve Wright
Chairman: Steve Annetts
Finance Director: Joyce Parker-Sarioglu
Publisher: Paul Appleton
Retail Distribution Manager: Eleanor Brown
Audience Development Manager: Andy Cotton
Brand Marketing Manager: Kate Chamberlain
Events Manager: Kat Chappell

SUBSCRIPTIONS

12 issues of *Vintage Road Scene*
are published per annum
UK annual subscription price: £51.60
Europe annual subscription price: £64.99
USA annual subscription price: £64.99
Rest of World annual subscription price: £70.99
UK subscription and back issue orderline:
01959 543747

Overseas subscription orderline:

0044 (0) 1959 543 747

Toll free USA subscription orderline:

1-888-777-0275

UK customer service team: 01959 543 747

Customer service email address:

subs@kelsey.co.uk

**Customer service and subscription
postal address:**

Vintage Roadscene Customer Service Team
Kelsey Publishing Ltd, Cudham Tithe Barn
Berry's Hill, Cudham, Kent, TN16 3AG, United
Kingdom

ISSN 0266-8947

Find current subscription offers on our website:
shop.kelsey.co.uk/VRS

Website

Find current subscription offers at

shop.kelsey.co.uk/vrsback

Buy back issues at shop.kelsey.co.uk/vrsback

Already a subscriber?

Manage your subscription online at

shop.kelsey.co.uk/myaccount

DISTRIBUTION

Seymour Distribution Ltd, 2 East Poultry Avenue,
London, EC1A 9PT
www.seymour.co.uk
Tel: 020 7429 4000

PRINTING

PCP Ltd, Telford, Shropshire. Tel: 020 7429 4000

Kelsey Media 2017 © all rights reserved. Kelsey Media is a trading name of Kelsey Publishing Ltd. Reproduction in whole or in part is forbidden except with permission in writing from the publishers. Note to contributors: articles submitted for consideration by the editor must be the original work of the author and not previously published. Where photographs are included, which are not the property of the contributor, permission to reproduce them must have been obtained from the owner of the copyright. The editor cannot guarantee a personal response to all letters and emails received. The views expressed in the magazine are not necessarily those of the Editor or the Publisher. Kelsey Publishing Ltd accepts no liability for products and services offered by third parties.

Kelsey Publishing Ltd uses a multi-layered privacy notice, giving you brief details about how we would like to use your personal information. For full details, visit www.kelsey.co.uk, or call 01959 543524.

If you have any questions, please ask us submitting your details indicates your consent, until you choose otherwise, that we and our partners may contact you about products and services that will be of relevance to you via direct mail, phone, email or SMS. You can opt out at ANY time via email: data.controller@kelsey.co.uk or 01959 543524. Vintage Roadscene is available for licensing worldwide. For more information, contact bruce@bruceawfordlicensing.com



www.kelsey.co.uk

*Vintage Roadscene is published on the third Friday of
each month preceding the cover date.*

6 Stonefield Fire Engines

Ron Henderson looks at an all-terrain vehicle which was adapted in limited numbers for the fire service.

10 More Hall & Co Memories

Alan Biggs has written to us with more information on Hall & Co, including pictures from a book on the company by one of its directors.

14 Sweeping Statements

In his 'How to...' series, Malcolm Bates gets to try driving a road sweeper from the 1950s.

19 Volvo's early lorries.

Alan Barnes looks back at the early years of this now major world truck producer.

28 50 Years of Showmen around Kent

Allan Bedford offers a selection of pictures taken of fairground and circus vehicles which he saw in his native Kent.

36 Scenes Past - Anyone for a Pint

Mike Forbes has selected pictures from the Hodge Stilltime Collection, showing a range of different brewers' drays from years past.

44 30 Years Without Eastern Coachworks

Malcolm Wright brings us a selection of

pictures from his collection, showing some of the body types built by this famous Suffolk coachbuilder.

52 Kent & Sussex Transport - Part 4

Les Freathy brings us another selection of pictures of vehicles at work in these southern counties.

57 Rally Round-up

Another selection of reports from our rally correspondents on events around the country, at Long Melford, Welland, Ackworth, Weeting, Ipswich, Merseyside, Cumbria and Much Marcle, from Len Jefferies, Barry Fenn, Keith Baldwin, Vic Capon, Mike Gosling, Jim King and Malcolm Ranieri.

64 Review Scene

We look at some new books which will interest readers of *Vintage Roadscene*.

65 Scene & Heard

Your interesting stories, pictures and thoughts on items in recent issues.

73 Next Month - what's in the next issue...

75 Tailscene - Good Pull-in for Car Men

Pictures of a transport café from the early days of road transport.

**SUBSCRIBE TO VINTAGE ROADSCENE
SEE PAGES 50-51 FOR OUR LATEST OFFERS**



**NEXT
ISSUE
ON SALE
DECEMBER
15TH**



Transform a mobility scooter (customer supplied)



**into this ride-on electric powered
SENTINEL STEAM WAGGON**

It looks and sounds like a real steam engine, but there are no fires to light and no boiler tests to worry about.

**JUST SWITCH ON.....
AND OFF YOU GO!**

A simple and affordable laser cut, part-assembled and powder coated steel body kit, with chassis adaption, to convert a mobility scooter into a 3" scale 24v electric powered steam lorry, with realistic smoke and sound. It can be built with the shortened steering and seat pad provided in the kit, or you can retain the handlebars and seat from the mobility scooter; you can even drive it indoors! The two-part chassis can also be quickly separated into smaller sections, so that you can fit it into many family cars.

Graphics are available at extra cost and can be made to the customers own design - A great way to promote a company or club at shows, exhibitions, rallies or carnivals.



THIS PRODUCT IS NOT
SOLD AS A CHILD'S TOY
OR AS A MOBILITY
SCOOTER.

**BODY KIT
WITH SMOKE &
SOUND UNITS**

£1,850

Plus postage
& packing

Here's what some of our customers said:



MR BURROWS – SOMERSET

"I started to build it at 10.00 this morning and had it going by 4.30. Very pleased with it, excellent, everything fitted perfectly."



MR JOHNSON - STOKE-ON-TRENT

"I found the kit very easy to assemble, you have obviously gone to great depths to enable this. I have enjoyed putting it together and the few people that have seen it so far are amazed!"



**MR MARTIN
SCOTLAND.**

**PRIZE WINNER AT
SELKIRK RALLY.**

"I'm delighted with my purchase. I'm 85 but I found that as the instructions were so well documented, it was both very enjoyable and the most trouble-free project I've done."



MR SPARKS – AUSTRALIA

"I use it to get water for my steam engines at shows. It's great fun and very handy for moving heavy things around. It's easy to make; I would recommend it to everyone."

**See videos on YouTube or visit our website:
www.ians-electric-engines.co.uk**

Ian's Electric Engines Limited

Tel. 07947 076988

email: ians.electric.engines@gmail.com



Above: Malcolm Bates and I are sure we've seen a picture in a book somewhere, as well as contemporary adverts for the Karrier-Yorkshire sweeper, like the one he's recently had a go in, when it was new. Perhaps you can help us with our poor jumbled memories. Meanwhile, here is a picture from the 'Stilltime' Collection of an example in use with the North Western Gas Board, RNA442 (Manchester, 1955). Judging from that cloud of dust it's raising, Malcolm's doubts about how well the vehicle would work are justified, or maybe the driver should have been using the front spray-bar... (CHC aab430)

Right: How's this for a scary picture, the rear nearside wheel of an eight-wheeler, seen by Mike Ponsonby as the lorry came off the M5 – food for thought...



It's a small world. When shown the picture on the cover, our publisher told me he was brought up within sniffing distance of the Wilderspool brewery, which might explain a lot (his words, not mine, I hasten to add), and it was a regular thing for the air to be filled with the sweet smell of brewing hops. His mother also worked there in the offices, and as a pre-school tot, his nursery was just yards from where that picture was taken! Needless to say, he approved the cover with no hesitation...

It seems that we get letters from readers who have a connection to or memories of the subjects of many of our articles, especially when well-known names are involved, like Hall & Co, which is great, please keep them coming – it makes us feel that we're getting it right!

As this is the December issue, I thought that the nearest thing to a office party for us all would be some pictures of brewers' drays, which even seem to appeal to the tee-totallers among the readership for some reason. However, as there will be another issue before the festive season, I'll leave it until then formally to wish you all the best.

There are some interesting out-of-the-ordinary vehicles in the pictures as well. It seems some of the breweries weren't averse to spending a bit extra to make their vehicles stand out in the crowd. Which is nice to see, in these days of standardisation everywhere.

This could be said to be an issue of contrasts,

but only in some ways. The article on the early years of Volvo lorries comes at a time when the company is celebrating 50 years of selling its vehicles – mainly top-weight tractor units – in the UK. Rather different from the early commercial vehicles produced by the company, as seen here and in the next issue.

The lorries seen in our 'Tailscene', the brewers' vehicles in 'Scenes Past' and some of the vehicles in the Kent & Sussex and showmen's articles are very different from today's commercials, like the old Volvos, but at the same time, a lot of aspects have not changed so much, such as the transport cafés, the way beer barrels are handled, indeed, the way lorry drivers and the transport industry, although vital to the life of the nation, are seen by the public as a whole.

This leads me on to a cautionary tale. Reader Mike Ponsonby sent the picture reproduced here, showing the rear wheel of an eight-wheeler, with four wheel nuts missing and the other six so loose he could turn them with his fingers, so the nearside rear wheel was close to coming off. Minutes earlier, this vehicle was cruising at 56 mph on the M5, with the driver oblivious to this potentially fatal Incident waiting for a place to happen. When Mike stopped the driver in Smethwick, he expressed his surprise at the loose wheel-nuts.

Mike asked us to publish this photo, with a reminder for all lorry drivers to continuously check wheel-nuts, especially those on the nearside wheels. Something we should all

maybe give a thought to, particularly as vehicles over 40 years old will no longer need an MOT test from next May. I'm sure all owners of preserved vehicles will still want to maintain their vehicles to the highest standards, but we must all keep in mind the safety issues and not let those with no interest in the past have any opportunity to criticise. Not that there seems to be any lack of interest in the past, judging by the number of rallies and other events being held, not to mention the response we get to the articles we publish.

ON THE COVER...



Cheers, it's nearly Christmas – well, this issue is dated December – so we are looking at some brewers' drays from years gone by. These days, I can't see the third man in the cab being prepared to sit with his back to the screen as here, but so many things have changed, although the scene is still instantly recognisable, and most of us still like a glass of ale... (CHC aab390)

STONEFIELD FIRE ENGINES

Ron Henderson looks at an all-terrain vehicle which was adapted in limited numbers for the fire service.



Above: This is the first demonstration Stonefield fire engine, with a separate crew cab module and 4x4 configuration. Designed in conjunction with Spenklin-Branbridge of Tunbridge Wells, it was first unveiled at the British Army Exhibition at Aldershot. It featured a 500 gallons per minute pump, 100 gallons foam/water tank and roof-mounted monitor. It never entered service with any UK fire brigade.

Stonefield Vehicles Ltd was founded in 1974, by the late Jim McKelvie, who was responsible for introducing Volvo commercial vehicles in Great Britain. In a joint venture with the Scottish Development Agency, a manufacturing unit was set up in 115,000 sq ft factory premises in Cumnock, Ayrshire, to manufacture an all wheel drive, all terrain vehicle, aimed at civil engineering and public utility users, in addition to various military roles.

Two versions were offered, the P3000 4x4 1½ ton vehicle and the P5000 6x4 3 ton vehicle. A unique characteristic of the design was a welded square section steel tube 'space frame', which provided a much greater torsional rigidity than a conventional ladder frame chassis, resulting in a lighter weight, by doing away with the need for heavy sub frames.

Two engines were offered, a Chrysler 5.2 litre V8 or a Ford 3 litre V6, both petrol-driven and driving through automatic transmission,



Above: This was the first Stonefield to be commissioned by a British fire brigade. Equipped as a rescue tender, with accommodation for five crew members, it served at Humberside Fire Brigade's Goole fire station. It still survives, albeit in a rebuilt form as a drop side truck.



Above: Cambridge Fire & Rescue Service commissioned two Stonefield rescue tenders in 1980 but, unlike the Humberside example, they had single cabs. This one was operating from Wisbech fire station, when pictured at one of the great Duxford fire engine rallies.

with permanent four wheel drive. The four wheel drive incorporated an automatic lock-up device, by FF Developments of Coventry, so that, if any wheel or wheels slipped, all four wheels would lock. The release would be immediate when wheel grip was restored.

The major selling points were stated as: amazing cross country performance; 80 mph maximum speed; 0-50 mph in 50 seconds; automatic transmission; and 1.5 or 3 tonnes payload. For military purposes worldwide, the competitors were the Mercedes-Benz Unimog and Steyr-Daimler-Puch Pinzgauer, which were both slower and more expensive. For civilian off-road applications, the Land Rover and Range Rover and their equivalents were said to be too small to carry the equipment and personnel that the Stonefield could carry.

The first vehicle adapted for fire service



Above: The last Stonefield fire engine to be built, one of a pair for the Admiralty Fire Service. It ended up with the British Antarctic Survey and was pictured in March 2009, at Port Stanley, Falkland Islands, where it was subsequently scrapped. (G Parkinson).



Above: An imposing, but somewhat ill-fated Stonefield rescue tender, registered in 1986 for West Sussex Fire Brigade, but never placed in service. It is currently in the custody of the Fire Service National Museum Trust and stored at the Trust's new premises at Petersfield, Hampshire.

use was a 6x4 rescue tender, built in 1978 by Angloco to the order of Humberside Fire Brigade. Finished in an all over white livery, the vehicle was assigned to the brigade's Goole fire station, positioned to attend incidents on the M18 and M62 motorways. The equipment inventory included a 3 ton winch, Hydrovane compressor and PTO, 30 ton jack, breathing apparatus and rescue lines.

Cambridgeshire Fire and Rescue Brigade received two Stonefield rescue tenders in 1980 for Peterborough and Cambridge stations. Bodied by local firm, CMC Ltd of Greatford, these were designed for attending a wide range of incidents, with equipment that included a 3kw-110v power generator, driven off the crankshaft pulley, Broom & Wade twin cylinder compressor, hydraulically driven

from the PTO, hydraulic power winch, 50 ton jack, air-operated cutting gear, air bags, portable Honda generator and extending stem light. The inventory also included chemical decontamination equipment.

Three Scottish fire authorities bought Stonefields. Grampian Fire Brigade's was another white-liveried example, but had a pick-up truck body with canvas tilt. Also fitted with a power winch, this one was stationed initially at Elgin and featured a 90 litre water tank and 350 gallons per minute pump. The equipment was stored in interchangeable containers.

The others served with Lothian and Borders Fire Brigade at Galashiels and Strathclyde Fire Brigade. The final one built for a local authority fire brigade was supplied to West Sussex Fire Brigade's Crawley fire station for attending calls to the M23 motorway and Gatwick Airport. Bodied by Pilcher-Green, this one was



Left: Highland and Islands Airports Authority, which manages most of Scotland's airports, commissioned two Carmichael-bodied airfield rapid response vehicles in 1979. This one is shown in its modified form, when the original exposed water tank and equipment locker were enclosed in a new body extension. Both of these still survive, the Barra Airfield example is on display in the Museum of Flight at East Fortune.

Below: A front view of the ill-fated West Sussex rescue tender. While it may have been perfect for cross-country work, it does not look as if it could be hurled at speed around Britain's plethora of roundabouts.



never placed in service, however, because of allegations of bad road holding and being too top heavy. It still survives in original condition, in the care of the Fire Service Museum Trust.

There were other Stonefields built for use with airport fire services. Scotland's Highland and Islands Airports Ltd commissioned two Carmichael-bodied foam tenders, for service at the remote island airfields of Islay and Tiree, while Occidental and Chevron Petroleum commissioned a Perren-equipped 'Pioneer 3000' unit, for operation at Unst, the United Kingdom's most northerly airport. One other

one was commissioned by the Scottish airline, Loganair. In the Channel Islands, Guernsey Airport bought two, which later served at Alderney Airport, one of which still survives in England.

The Stonefield company was anxious to gain orders from the military, for which there was a host of different applications, but just two fire engines, equipped by Mountain Range Ltd, were supplied to the Royal Navy's Coulport Depot.



Above: This Stonefield fire engine with 4x4 configuration was an exception in fire service circles, but it was not designed as such, having been converted from a former forestry logging wagon. It served at Carlisle Airport for many years. A similar one with a canvas tilt was in use with Birmingham Airport Fire Service as a general-purpose lorry.

One of the pair ended up in the Falkland Islands with the British Antarctic Survey Organisation, and was ignominiously cut up for scrap in 2013. The other one is still extant in the UK.

All of the custom-built British Stonefield fire engines were 6 x 4 versions but, before any more orders were fulfilled, the company went into administration following the death of the founder. Entering receivership in 1980 and acquired by Gomba Holdings Group the following year, production was moved to Kent and, from then on, the company went into a downwards spiral, resulting in the cessation of production. This was a tragic end to one man's ambitious endeavours to challenge the all-terrain vehicle market.

CLASSIC LORRIES

"No two lorries are the same, that's why you need a specialist to arrange your insurance cover"

Eddie Johnson, HGV and Classic Lorry Insurance Specialist



The Classic Lorry Insurance Specialist

www.classiclorries.co.uk
or call 0161 410 1065

Classic Lorries is a trading style of ISIS insurance. ISIS Insurance Service Limited is authorised and regulated by the Financial Conduct Authority. Our firm number is 314533.

HISTORIC COMMERCIAL VEHICLE SOCIETY

Take a look at our website www.hcvs.co.uk

Our members' vehicle insurance scheme is one of the best and vehicle recovery for all sizes of vehicle is included at no extra cost.

Interested in joining?
Annual Subscription from £27



Contact our Membership Secretary Diane Taylor
Tele No. 01342 894564 or
e-mail info@hcvs.co.uk

Registered Charity No. 271123



NYNEHEAD & ROUNDOAK Present

UK HEAVYHAUL



David Lee
Roundoak Publishing

UK HEAVYHAUL Dave Lee's latest classic on modern-day UK heavy movement of heavy plant, construction equipment, machinery, rolling stock, power and wind farm components, military vehicles & much more by British & UK hauliers in the 21st Century. 216p. 370 col. ill. h/b . . . £29.95

HIGH, WIDE & HEAVY 2 The UK heavy haulage scene in this century's first decade by Dave Lee featuring heavy movements of all types. 240p. 350 col. ill. h/b . . . £24.95

Limited UK Offer - buy both for £49.95

FODEN SPECIAL VEHICLES



Wobbe Reitsma

FODEN SPECIAL VEHICLES

features heavy haulage, gritters, snow ploughs, military, industrial, crane carriers, timber tractors, TCHD nuclear weapons transporters, truck mixers and more.

228p. 430 col & b/w ill. h/b . . . £29.95

FODEN EXPORT VEHICLES Reveals the many types at work overseas. 364 col & b/w ill. 248p. h/b. . . £29.95

Limited UK Offer - buy both for £54.90



Patrick W Dyer

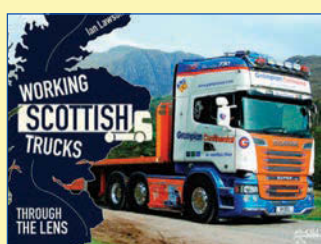


David Lee

FODEN EXPORT VEHICLES



Wobbe Reitsma



Patrick W Dyer

WORKING SCOTTISH TRUCKS

Ian Lawson's homage to Scotland's colourful trucks. Portrayed by type over 269 pages, this book is excellent value for money.

262 col. ill. 269p. h/b. . . £19.95

SCANIA 113 & 143 at Work Latest title in the popular At Work series by author Patrick W Dyer charting the '3' series history 200+ col. ill. 144p. h/b. . . £19.95

Some of the other titles available from Nynehead

BRS Parcels & the Express Carriers

304p. 615 b/w ill. h/b. . . £29.95

BRS: The Early Years

176p. 200+ b/w ill. h/b. . . £24.95

A Pictorial History of BRS

128p. 250 b/w ill. h/b. . . £19.95

Offer - Buy all three BRS Books for £64.90

Working Lorries (features mainly the 1990s era)

112 pages, 107 col. ill. h/b. . . £16.95

British Lorries of the 40s & 50s

128p. 250 b/w & col. ill. h/b. . . £19.95

British Trucks at Work in the Sixties

128p. 195 col/b/w ill. h/b. . . £15.95

Britain's Lorries in the '70s

128p. 250 colour ill. h/b. . . £22.50

Diamond T Type 980 & 981

248p. 512 b/w & col. ill. h/b. . . £28.95

Views from the North

96p. 140 b/w ill. h/b. . . £14.95

Bedford Trucks & Vans in Colour

144p. 275 col. ill. h/b. . . £15.95

Leyland Lorries: A Celebration

128p. 250 b/w & col. ill. h/b. . . £14.95

AEC Lorries in the Post War Years

152p. 250+ b/w & col. ill. h/b. . . £14.95

Eight Wheelers in Colour

96p. 88 col. ill. h/b. . . £10.95

London's Lorries

now . . . £14.95

A Century of Petroleum Transport

History of Reed Transport (story of the paper transporters) 216p. 350+ill. . . £14.95

Wynns Overseas

now . . . £9.95

Heavy Transport International

now . . . £9.95

ERF B, C, CP & E Series at Work

142p. 200+ col. ill. h/b. . . £19.95

The Writing's on the Truck (tales & photos of a traditional signwriter)

210 ill. h/b. . . £19.95

You Call, We Haul: The Life & Times of Bob Carter.

160p. 300 ill. h/b. . . £19.95

From Moorlands to Highlands (updated 2016 edition)

192 pages, ill. s/b. . . £24.95

Trucks of the Trans-Pennine Run

. . . £19.95

Robert Walker (Haulage) Ltd.

. . . £22.95

Earthmovers in Scotland

440 pages, 400+ ill. hardback . . . £34.95

Lincoln's Excavators: The Ruston-Bucyrus Years 1970-1985

336p, 500+ ill. h/b. . . £36.95

Lincoln's Excavators: The Ruston-Bucyrus Years 1945-1970

336p, 500+ ill. h/b. . . £34.95

Offer - Buy both Lincoln books for £64.90

Nynehead Books

The Old Dairy, Perry Farm, Nynehead, Wellington, Somerset TA21 0DA

Tel. 01823 461997 email: info@nynehead-books.co.uk

POST & PACKING (U.K) 10% of order: minimum £3.00 - maximum £5.50

Europe + 25% Elsewhere + 30%

Payment accepted by Cheque/P.O. Visa/Mastercard, Debit Cards

www.nynehead-books.co.uk

More Hall & Co Memories

Alan Biggs has written to us with more information on Hall & Co, including pictures from a book on the company by one of its directors.

I was so pleased to read the series of articles on Hall & Co, as well as the letters from other readers and their pictures. In particular, the two new Bedford fixed-side 7 yard tippers, which were in 'Ham River' grey livery. They will always be known as TKs, but the model was KGT5, with Bedford diesel engines. The vehicle in front was 4090 RK, fleet no 3089, the one behind was 4092 RK, fleet no 3090. These were the only two 7 yard fixed-side tippers in the batch, new in February 1962, to 'Ham river' specification. All the others were 'Hall & Co' spec, dropside 7 yard tippers, apart from some mortar bodies.

I also liked the Albion mixer, with the old 'Ham River' Bedford S parked behind. My late brother, Colin and I never knew Hall & Co had the new grey Bedfords, but we knew the Albions well. When Hall & Co bought out Ham River in 1962, two new Albion CD21 tippers in Ham River livery arrived at Fishers Green Pit at Waltham Abbey. These were 4055 RK, fleet no 3052, and 9850 RK, fleet no 3227, which had double drop sides and glass-fibre cabs. I went in both of these as a young boy with my late father.

The Albions joined the Ham River fleet, which consisted of half-cab AEC Monarchs and Mercurys with Duramin cab and body, Bedford A, D and S Types, an early KGT8 with Leyland engine and Foden FG 6x4 tippers. Later, when they put Dad's last S Type in the pit at Waltham Cross, Hertfordshire, he got Albion 4055 RK, in mid to late 1963, which he



Above: Albion CD21 tippers, fleet nos 3052 and 3227, in Hall & Co red and 'Ham River' grey.

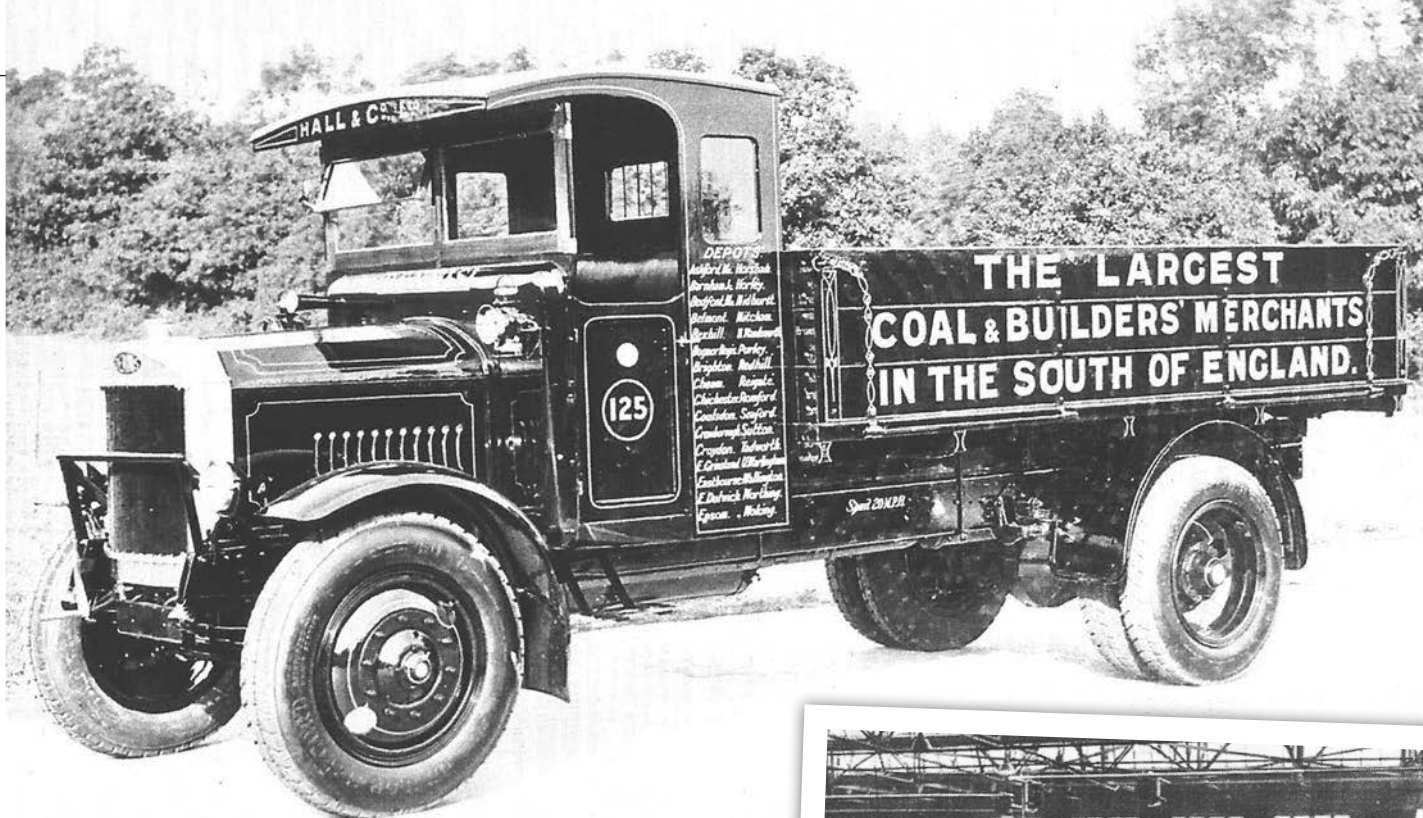
had until his new Guy Warrior 'came home' in 1964.

The list shows the Albions at Fishers Green and other pits and the last Bedfords of Ham River; above are two pictures of the Albions in different liveries, taken by my late brother Colin in 1966.

Here are some copies of Hall & Co pictures. The first is a Dennis from around 1930. The long list of depots on the side of the cab supports the claim on the bodyside that Hall & Co were 'The Largest Coal & Builders' Merchants in the South of England'.

The other pictures are from a book, 'A Century and a Quarter', by C G Dobson, who was a director of Hall & Co Ltd, who passed away in 1967. The book dates from 1951,

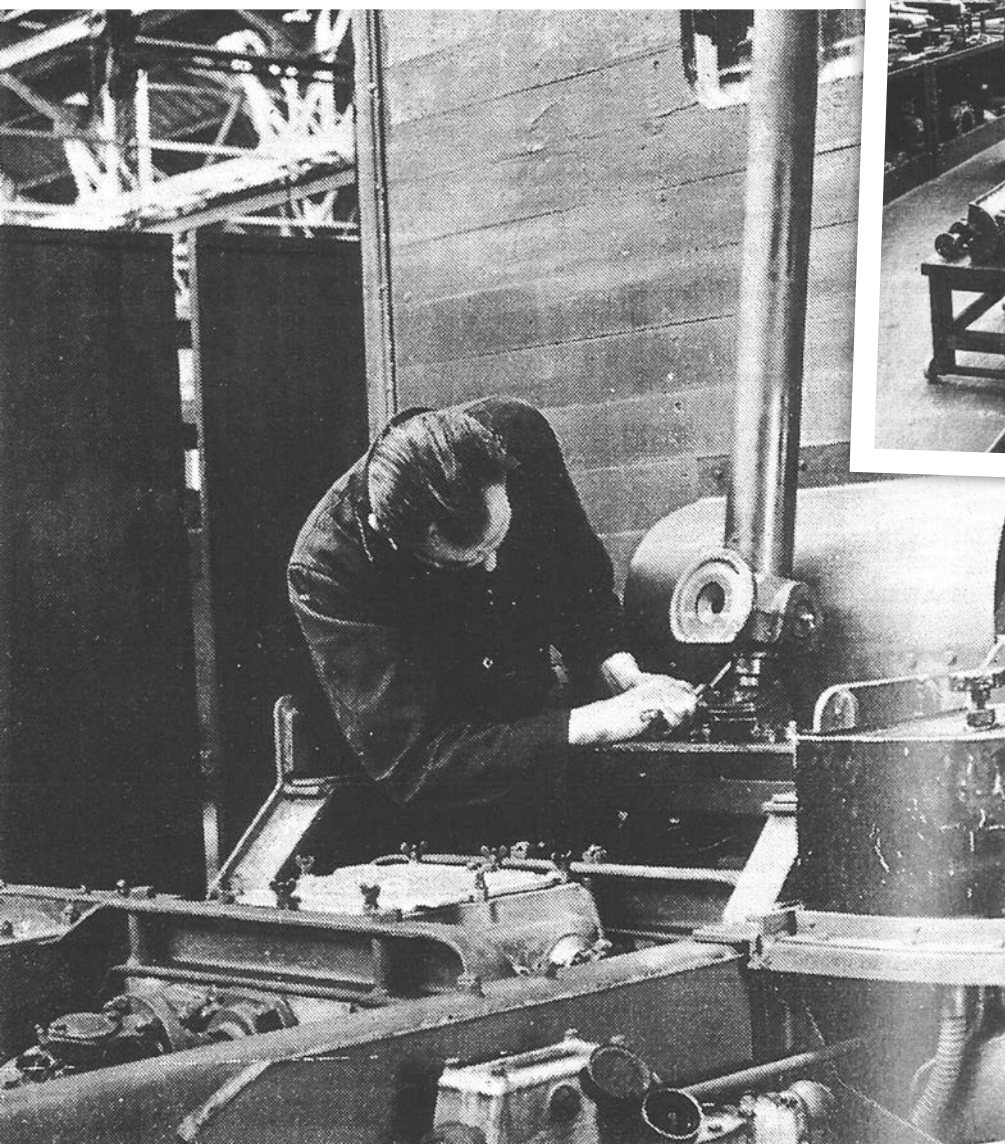
Hall & Co Albions				
Fishers Green Pit, Hertfordshire				
Model	Registration	Fleet no	Year	Livery
PF101	VOY 923	2310	Feb 1959	Hall & Co
CD21	4011RK	3026	Apr 1962	Hall & Co
CD21	4039 RK	3043	Apr 1962	Hall & Co
CD21	4055 RK	3052	Feb 1962	Ham River
CD21	9850 RK	3227	Oct 1962	Ham River
South Ockendon Pit, Essex				
CD21	9976 RK	3142	June 1962	Ham River
Kingsmead Pit, near Heathrow Airport				
CD21	9811 RK	3167	Oct 1962	Ham River
The last 'Ham River' Bedfords - Leyland engine, 7 yard, fixed-side tippers				
KGT8	87 VPG	488	Aug 1961	Fishers Green
KGT8	146 VPG	489	Aug 1961	
KGT8	153 VPK	490	Sept 1961	
KGT8	93 WPA	491	Oct 1961	



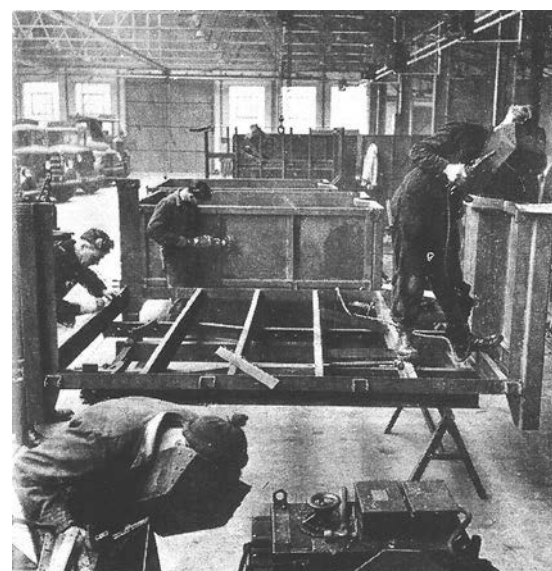
Above: A Hall & Co Dennis from around 1930. The long list of depots on the side of the cab supports the claim on the bodyside that the company was 'The Largest Coal & Builders' Merchants in the South of England'.



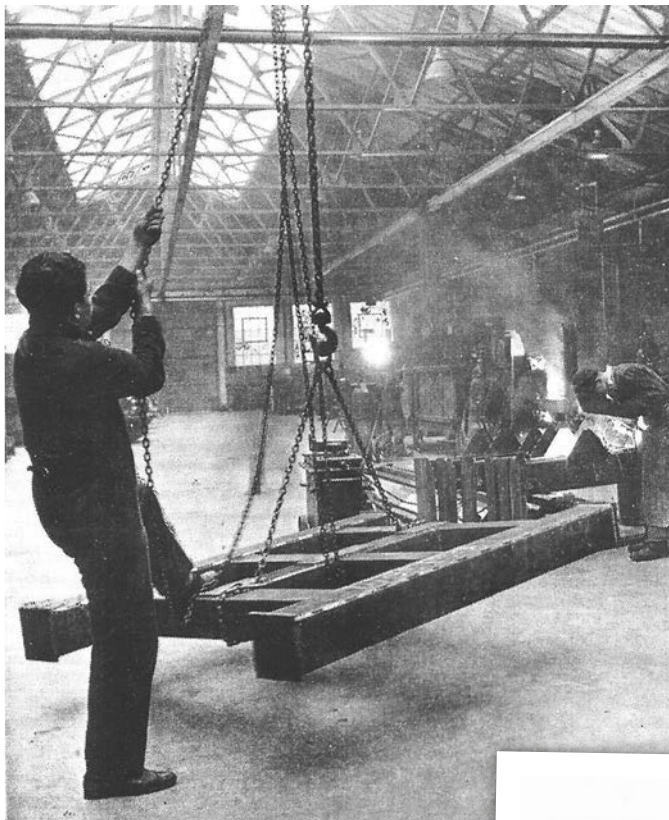
Above: The engine assembly shop at Hall & Co's Salfords workshops, seen around 1950.



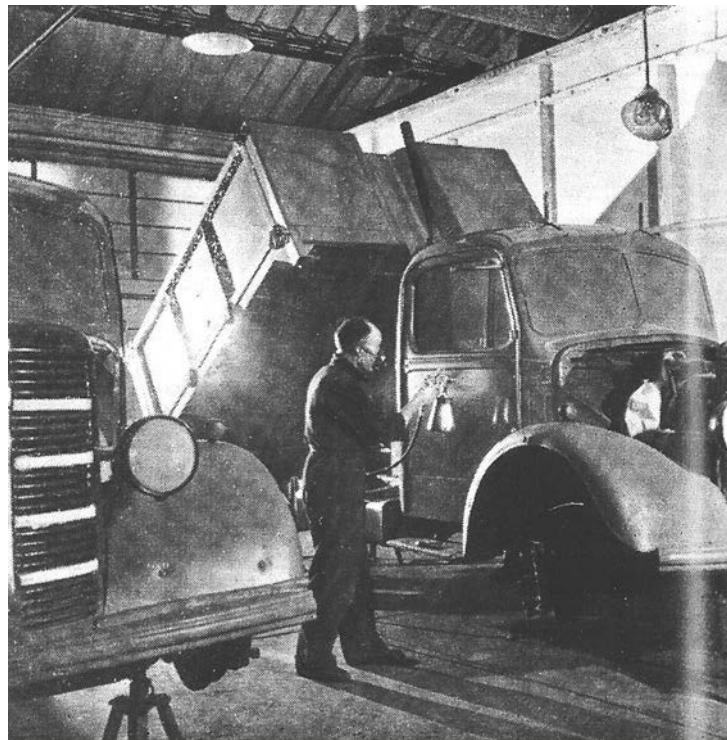
Above: Fitting tipping gear to an Albion 8 ton chassis.



Above: Assembly in the metal shops at Salfords.



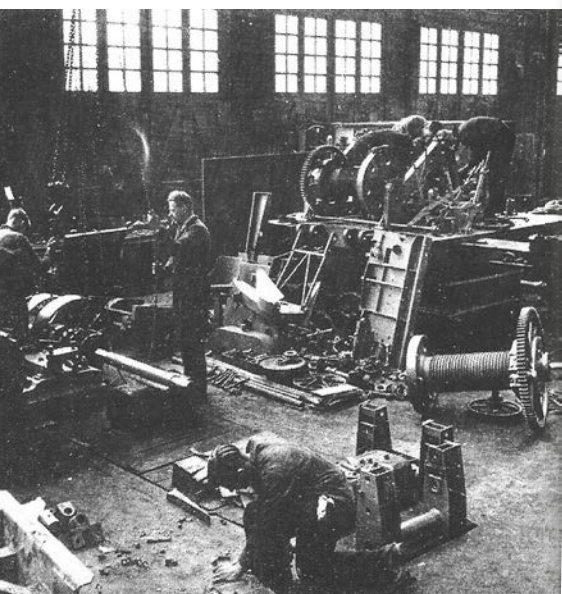
Above left: The metal body and plant department at Salfords, where fabrication of parts is carried out.



Above right: The spraying bay in the paint shop, with two Bedford OST tippers.

Right: A page from 'Fleet News' from the early 1960s, with a report of a visit to the Salfords workshops.

Below: In the heavy plant shop, rolls for the lime works being re-erected and, on the right, a Priestman excavator being rebuilt.



FLEET SERVICE News GOES VISITING

Fred Fleet's father, in the shape of our artist, was driving so we were not at all surprised when a plaintive voice said, 'I'm lost'. His navigational error was, however, forgiven for the few miles of cross-country route which took us back to our correct road, and just round the corner from our destination, led us through some of Surrey's most beautiful countryside.

So it was that, through quiet lanes hedged in with blossom, past wooden windmills, now mementos of far-off years, we arrived at the headquarters of one of the most modern and efficient transport fleets in Britain—that of Hall & Co. Limited, at Salfords, near Redhill. The efficiency is probably due to the fact that the business has been modern for some 136 years. The firm's experience of fleet operation goes back to 1824 when their horse-drawn transport carted lime from Surrey to London, coming back with return-loads of coal.

Now, an 1100 strong fleet of trucks—800 of them are Bedfords—haul concrete aggregates, ready-mixed



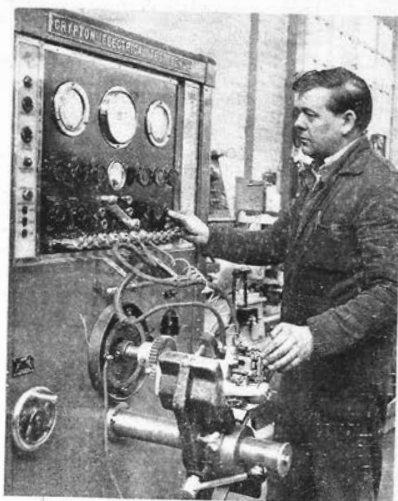
concrete, pressurised cement and whatever else is required for building and construction work all over the South of England—and into the East and into the West. Coal cartage is still an important part of the company's operations and that part of the fleet based in Birmingham is kept busy with the black stuff for industry as well as many vehicles operating on domestic deliveries all over the area.

Mention of Birmingham reminds us that, with Salfords as the H.Q. and main repair base, there are 31 maintenance depots and sub-workshops spread over the main operational area. This half-dozen will give an idea of how large that area is—Folkestone, Bristol, St. Ives (Hunts), Southampton, Homersfield (Norfolk) and Birmingham.

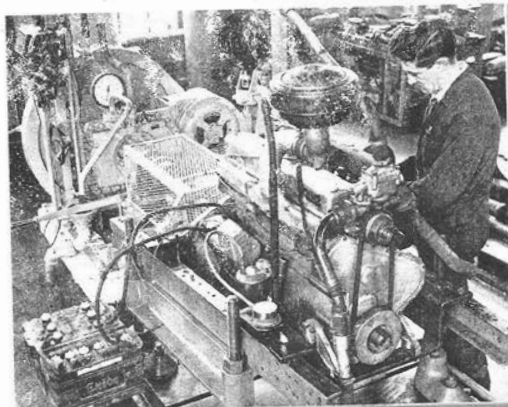
These sub-workshops do normal running adjustments and minor repairs. They can change a major unit such as an engine or an axle, the replacement unit coming from Salfords and the displaced unit being returned to Salfords for overhaul. So that a stock of essential parts may be maintained at each sub-workshop, a specially prepared stores vehicle, equipped with a hydraulically-operated jib crane for lifting heavy units, pays a weekly visit. Among the replacement units kept on tap are doors, wings and tailboards, tipping rams, transmissions, engines and brake shoes.

Immediate availability of a replacement unit is an obvious asset for any transport undertaking but the scheme can best be exploited by the larger fleet operators. It was not surprising, therefore, to gain the impression that the majority of the mechanical workshop floor space was given over to unit reconditioning. Bench after bench bore partially assembled engines, transmissions, steering units and axles. Even propeller shafts come into the shop for overhaul.

There is nothing half-hearted in the way the reconditioning is done. Inspection of the old parts and checking of the rebuilt unit is severe. Engines are run on a test bed before being passed-off. Alongside the Heenan & Froude Electrodynamometer bed on which we watched a Perkins R6 engine



This gives some idea of the equipment in the electrical workshop. More test gear can be seen in the background.



(Above) After overhaul every engine is run off on the test bed. Here the final connections are being made prior to running a Perkins R6 engine.

(Right) A body under construction. Every part of the framework and panelling is made and assembled at Salfords.

(Below) Yet another Bedford soon to go into service with the fleet. The sturdy construction of the all-steel body is well shown in this view.



undergoing tests is a brand-new Froude test bed of latest design which has just been put into commission.

Throughout the workshops all the testing equipment was of the same high standard. Many a smaller fleet owner would cast an envious eye at the fuel pump testing gear and at the equipment in the electrical section. However, for the maintenance of a fleet of 1100 hardworking trucks, the best is an essential and not just a luxury.

To keep track of all the units and vehicles passing through the workshops is a full time job for a progress chaser and it was in his office, surrounded by charts indicating the location and condition of every job in the place, that we learnt a few more facts about the fleet's maintenance.

Each driver has his own truck and

knows that only in emergency will anyone else drive it. He is responsible for keeping it clean and for oiling and greasing it and is allotted one day in sixteen working days for this purpose. It is also his duty to put into his depot a regular report on the vehicle's condition and indicate the need for adjustment or repair. From the reports, the workshops will assess the urgency and extent of any proposed work. To ensure the driver's interest, he can earn a cash bonus on the general maintenance of his truck.

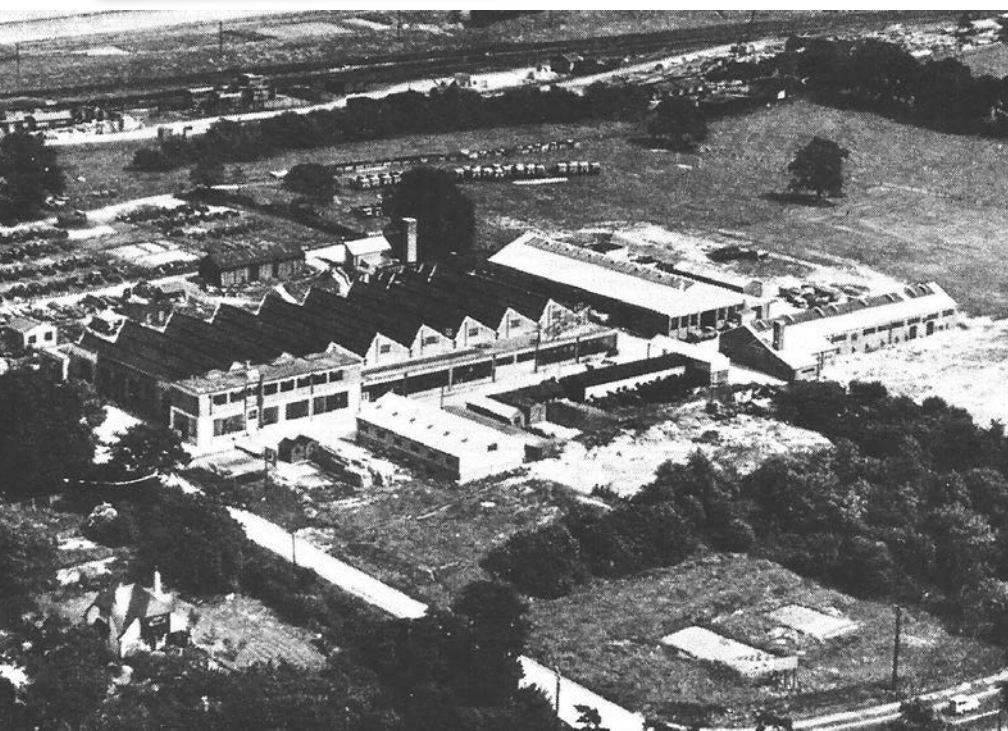
Vehicles are not called in for overhaul at set mileages or periods of time, which is perhaps unusual, but this is due to differing conditions throughout the country and the variation in the type of work undertaken. When a truck is in the workshops for a repair job, opportunity is taken to run the rule



Above: Signwriting in the Salfords paint shops. Notice the registration number being added to the tailboard on the right. Remember when tippers had the rear number plate repeated, so the registration could still be seen when tipped?

Left: A page from 'Fleet News' from the early 1960s, with a report of a visit to the Salfords workshops.

Below left: An aerial view of the Engineering Works at Salfords.



celebrating the long history of the company up to then. Mr Dobson was mentioned in the Hall & Co magazine, 'Strata', at the time, of which I have a number of copies and a company map. The pictures show various aspects of the activities at Hall & Co's Salfords workshops.

There is also a copy from a later issue of 'Fleet News', about a visit to the workshops, which underline much of what Phil Reed wrote about in his articles.

I never went to Salfords myself, but my father and brother did. My brother loved it; at the time there were new Bedford KM tippers lined up. This was 1967 and the red cabs and alloy bodies looked lovely. He also went round the workshops and the old lorry graveyard. It would be great to see more of Geoff Heels' or other readers' pictures of Hall & Co vehicles in future.

■ There are a few Hall & Co pictures in the 'Stilltime' Collection, I think dating from the late 1940s, which we will show in the future...

PART SIXTYTHREE

- HOW TO DRIVE A ROADSWEEPER

SWEEPING STATEMENTS

Since the 1960s, most highway sweepers have utilised 'vacuum' to collect litter and other debris from the surface. This is then sucked up by a giant tube into the hopper of the machine. But what happened before that? To find out, Malcolm Bates straps himself in a time machine and travels back to the 1950s when the Karrier-Yorkshire sweeper was the very latest technology...



Above: "Karrier sweeper driver from Control Tower, come in? Get a move on, will you? Aircraft landing in five minutes..."

Right. I know what a Commer 'Superpoise' looks like. After all, I had the Dinky Toys model breakdown truck in my transport fleet as a kid. I've got copies of Rootes Group adverts in my archive and am already aware that Yorkshire (yes, the very same 'Yorkshire' that produced steam wagons and steam-powered gully suckers in previous decades) utilised the same normal control snout for the Karrier-Yorkshire highway sweepers.

The cab tinwork of the early 1950s Superpoise always looked a tad more stylish than your more common Bedfords and BMCs of the same era, don'tcha think? Alas, that curvy prow tended to date quickly and, unlike most of the competition, the cab wasn't updated as soon as it should have been – it was only in the latter part of the

decade that the Airflow Streamlines cab was adopted.

But by then, the fortunes of the Rootes Group were already on the cusp of failure. An unresolved strike and the misjudged introduction of the Hillman Imp would soon soak up any surplus cash. So like the Commer 'Cob' – and indeed 'Express' model names – the 'Superpoise' normal control range was living on borrowed time. The Rootes Group – once a star performer – was doomed. Even if it wasn't obvious at the time.

But... What I'm looking at here isn't 'just' any old Karrier-badged Commer Superpoise chassis, as we might assume from looking at period photos. True, it was common practice for the Rootes Group to slap a Karrier badge on an otherwise identical Commer chassis, when the vehicle was being sold for operation by local authorities. In much the

same way, the Hillman car-based van was re-badged as a 'Commer'. But in real life, this baby looks different. Much different.

For a start, while it features what looks like a standard Superpoise bonnet (which opens up in a similar fashion to that of an immediate post-war Humber 'Super Snipe'), the chassis is left hand drive. There's no mistaking that fact as, (a) there is only a single man cab, with a nearside door, and (b), what at first glance looks like a double length broom handle, is in fact the steering column. This exits the cab front panel below the windscreen and makes a beeline for a chunky steering box, bolted to the nearside of the chassis, with a drag-link back to the front axle. In the cab is a huge steering wheel set at an angle which looks more suited to the bridge of a Clyde 'Puffer'. Power Steering? Er, no.



Above: From this angle, the Karrier-Yorkshire looks in pretty good shape. Note extra cooling grilles in the otherwise standard Superpoise bonnet and the set-back front axle.

TWO OWNER HISTORY

Right, here is my guide for the day – Michael Claxton. He should know all there is to know about this particular genre of automotive engineering. After all, he has owned it since the early 1970s! What we're looking at here is a genuine two owner from new, 1958 Karrier-Yorkshire highway sweeper. Based on a three ton capacity chassis, the payload is... Well, you're ahead of me there, already. But remember, only part of the payload is for the 'sweepings' – the other constituent part is

made up from a couple of hundred gallons of water, which is carried in two 'pannier tanks' each side of the hopper unit. Utilising twin tipping rams (almost certainly branded 'Edbro' – or perhaps even 'Bromilow & Edwards'), this is tipped hydraulically for load discharge, once the rear doors are unlocked.

Rear doors? They're not going anywhere. They're glued shut by a combination of rust and several coats of paint. "Does the old girl actually run?" I ask skeptically, demonstrating a degree of understated

tact that, had I been a posh kid, might have once helped me find a promising career in HM Diplomatic Service. A few whirring noises later, my senses absorb the sound of a Perkins P6 diesel engine, ticking over with that characteristic note, well known to all fans of the classic film, 'Hell Drivers'. She runs. And after an initial puff of smoke to clear her throat, the old girl is now ticking over like a watch. Lovely.

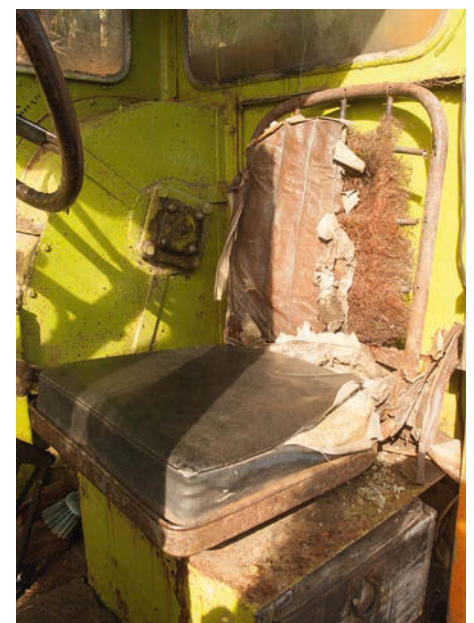
"She's only done 13,000-odd miles from new, y'know?" explains Michael. Really? Her



Above: Cab interior is... Well, it's cramped and very basic, but the original manufacturer's toolbox is still under the driver's seat...



Above: But there's the luxury of a Smiths heater for those winter mornings!



Above: Driver's seat is er, 'well-patinated'. The plate at driver's shoulder level is the location of the top bearing for the collection conveyor, taking the litter and debris to the un-pressurized hopper. It makes a right din when working.

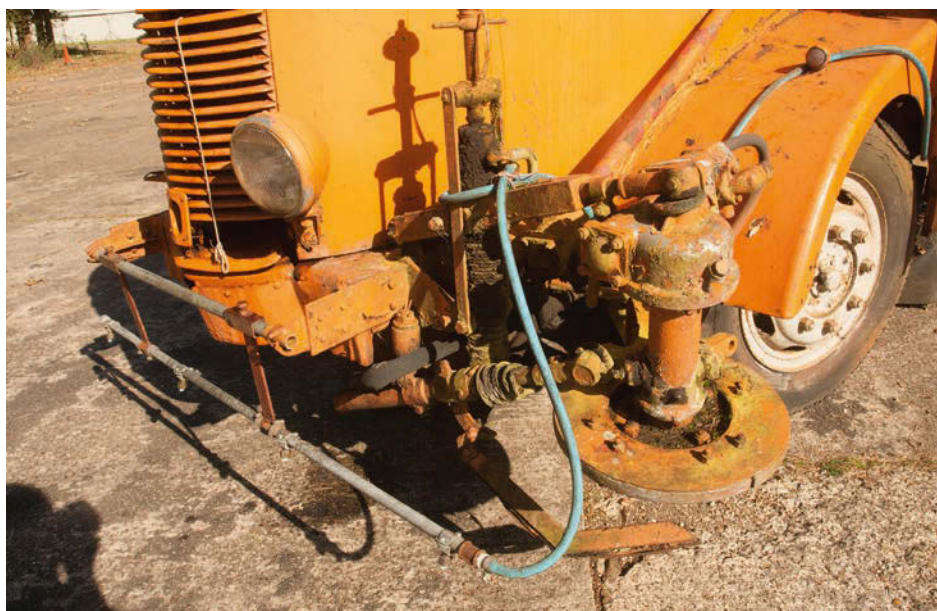
Right: The 'gobbler' pick-up assembly is lowered and the transverse belly brush activated, to brush the material onto the conveyor which takes it into the hopper...

outside condition might suggest she's been around the block more than a few times, but the, er, 'patina' has come from being parked outside in recent years, as a result of being used to sweep the runway for a local Gliding Club. Ordered new by Grantham Borough Council, before it was amalgamated into Kesteven District Council, she's still located in the same county today!

NOT BUILT FOR SPEED

"Go on then, she's all yours," gestures Michael, as he jumps down from the ludicrously small driver's cab. "Once you've got the brushes running, you can take her up the main runway, if you like. I don't think any more aircraft are due for a while, as the pilots should all be in the Flying Club bar by now," he adds, as though this fact was a mere detail of no real importance. "Nice to know Health & Safety standards are being rigidly adhered to," I laugh, as I clamber aboard. Oh my goodness. This could be the driving cab of a mechanically-driven Tardis, had 'Doctor Who' been created a decade earlier.

Low mileage, or no, the 'adjustable' driver's seat mentioned in the sales brochure is... Well, it's seen better days. And that massive steering wheel? I'm a tad worried. The huge diameter suggests that, should I encounter a



Above: While at the front, a rotary kerb brush clears the gully – the actual brush is no longer intact, but the PTO-driven shaft is still working.

Left: The conveyor system is located to the offside. As seen here with the outer panels removed, it is of massive construction.

landing aircraft bearing down on me, there will be two key findings that come out at the Inquest: firstly, that more strength than I could muster was required to turn the old girl away from any aircraft heading straight at me; secondly, from what I've already been told, there will not be the time to turn away, anyway. Not because we are in any way short of power - but what there is, is delivered via very, very low gearing. This is to ensure there is enough time for the 'Gobbler' (a technical term, honest), to do its job and pick-up the litter and debris. She's not built for speed.

GET IN

Sorry, but we'll have to talk some more about how a 'mechanical sweeper' differs from a modern vacuum machine in a bit, because right now I'm listening to that melodious Perkins tick-over, while Michael is telling me all I need to know, before I get to drive it... How hard can it be? I know the basics, because I test modern vacuum sweepers as part of my 'day job' as editor of local authority equipment magazine. But hang on – instead of the touch-screen controls of a modern sweeper, the tiny cab of the Yorkshire is littered with chunky mechanical levers, arranged in no obvious order. What do they all do? I'm seated, if not exactly comfortably, then at least 'purposefully', behind that giant steering wheel, with the instrument panel of a standard Superpoise to my right.

Having watched Michael do his stuff, while hanging on the cab step (HSE Inspectors look away now), I'm ready to have a go. "You've





Left: Under the bonnet is the original Perkins P6 diesel engine.

got three forward gears, but they're all very low ratio," Michael explains. "Ease the clutch in, but before you select the gears, you'll need to engage the PTO," he adds. Graunch. We're in.

Before the off, I've got a massive mechanical handbrake to release, using my right hand. It's here down beside the seat. Hang on, what does this lever do? "Don't touch that, it raises the body," Michael explains. And this one? "That's the water flow control for the front sprinklers to keep the dust down in dry summer weather." Hummm. They haven't seen any use in the last decade by the look of it.

I've let the clutch out now and while there's a lot of noise going on, there is not doing much 'going' as such. "Try selecting a higher gear, that's first," he yells from outside, while walking along the runway beside me. With the PTO engaged, I've got the transverse Belly Brush and the Gobbler Trap lowered and operating, but the front-mounted rotary kerb brush isn't running today. Indeed, it hasn't seen any action since the bristles wore out, many moons ago.

Unfortunately, from where I'm sitting, I can't see how good a job I'm making of sweeping the runway, because all the action is taking place directly below my well-

patinated driver's seat. But from an earlier demonstration, I do know there's a small compressor-driven suction fan, to help get the dust and debris up onto the mechanical conveyor belt, which takes it up into the body.

But how is it all put together? Time to stop and take a look. We spend half an hour or so removing all the outside panelling, so I can get an idea of how the engine-driven PTO transmits power to the system, via chunky propshafts with UJs at either end. The actual rotating conveyor itself – think of an escalator, but for rubbish – is housed in a massive assembly made-up of numerous castings. Each of which looks like it could have come from a Yorkshire steam engine from the early 1900s.

The engineering is sublime. This old girl was built to last. And as I'm rapidly discovering... Well, not 'rapidly' exactly, but discovering nonetheless, it has remained in working order for far longer than anyone might have imagined back in 1958. They build 'em t'last in t'Yorkshire, lad.

MEANWHILE, BACK ON THE BRIDGE...

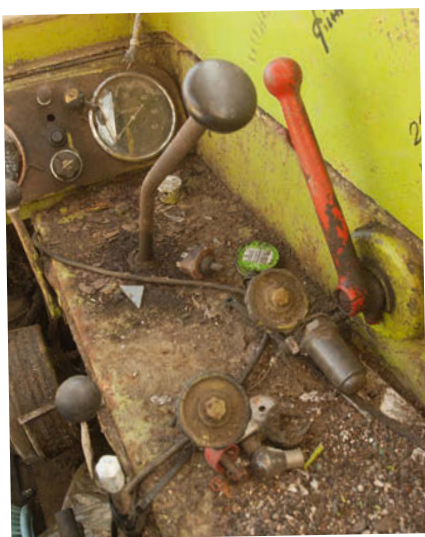
Right, I'm back at work and getting the hang of it now. Just as well really, because I'm on my own. Should I at least try to keep an eye out for the odd approaching Cessna,

Owner Michael gets the old girl started...



Right: Now it's our Malcolm's turn. What could possibly go wrong?

Below: What the? Controls are scattered around the cab interior. Don't touch the red lever while sweeping, Malcolm – it tips the body!



returning glider, or 'ghost-ship' World War II Lancaster bomber, returning from a mission? I've been so absorbed in the atmosphere of this big mechanical brush and dustpan, I've lost track of where Michael is. Hope I haven't run him over – he's got my camera. Even taking into account the age of the tyres (they are ancient!), the steering has freed-up nicely now and, even with the weight of that



Above: Gulp. Is that a Cessna approaching on runway two-four? Thankfully, no. The pilot has parked-up and gone to the clubroom for a drink!



big Perkins six cylinder diesel way up there ahead of the front axle, the steering lock is impressive for such a large vehicle.

Notice anything strange? The front track uses what I assume is a standard width Commer 'Superpoise' front axle, while the back track is much narrower than that of the front. How so? Closer examination confirms this has been achieved by using a twin-tyred (2 to 3 ton) drive axle, but only fitting the reverse rimmed inner wheels, leaving the hubs curiously exposed, I'm guessing in order to improve cut-in on corners.

CONCLUSION

Why would anyone want to buy – and then restore – a 1950s mechanical road sweeper? A reasonable question., but you're missing the point, surely? SOMEONE has to save this survivor of an earlier era, when mechanics, rather than hydraulics or electronics did the

job. While I make my notes, I'm watching a cam-driven pushrod going up and down. It operates the 'Gobbler' box lid. It's poetry in motion. Closer inspection confirms it is, indeed, just like a giant mechanical brush and dustpan.

This vehicle deserves to be fully restored back to full health and used to do the work it was designed to do back in the 1950s. Why? Because the Karrier-Yorkshire sweeper is surely a worthy part of any Vintage Roadscene, that's why.

■ As readers to our sister publication 'Old Glory' magazine can testify, the sweeper is for sale. Reasonable offers will be considered, but any deal also involves numerous spares and wear parts, which should enable it to stay at work for another 60 years! Call Michael Claxton 07790 914198 for more information.

VOLVO

Alan Barnes looks back at the early years of this now major world truck producer.

Volvo's Lundby Factory.

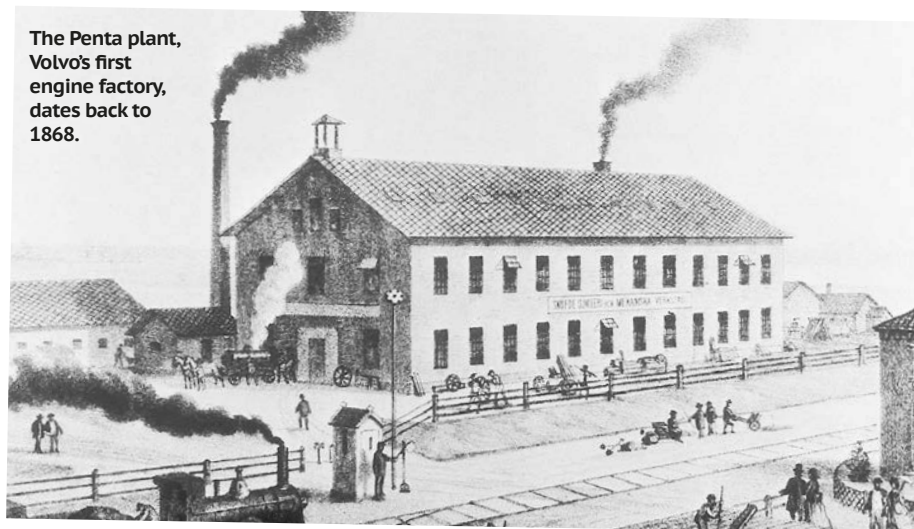


The name Volvo is now synonymous with the world of commercial vehicle and motor manufacturing, but it is worth recalling that, in the early 1920s, this Swedish engineering company had yet to build a vehicle of any description. By this time, many UK manufacturers had been building both private and commercial motor vehicles for over 20 years. Indeed, there were other Swedish motor manufacturers, which had begun production of their first vehicles in the late 1800s.

The British truck manufacturing industry may now be consigned to transport history, but its Scandinavian cousins certainly continue to thrive. Perhaps *The Commercial Motor* magazine can be regarded as being somewhat prophetic, with Folke Reich the motoring correspondent of the Swedish Chamber of Commerce writing in the December 1932 issue: 'With the growing demand for commercial co-operation and the popularity of the slogan "Buy from those who buy from you", it is not surprising that the Scandinavian countries should turn their eyes towards Great Britain. Consequently, now is the time for British manufacturers to tackle the Scandinavian markets which have hitherto been entirely in the hands of the Americans.'

What was undoubtedly envisaged was the expansion of the sale of UK vehicles into what

The Penta plant, Volvo's first engine factory, dates back to 1868.



was perceived to be a growing Scandinavian market. What actually happened 25 years or so later was a gradual and then a dramatic increase in sales of Swedish-built trucks in the UK.

By the early 1930s, there were three main Scandinavian vehicle manufacturing companies, Scania-Vabis, Tidaholm and Volvo. The first two specialised in heavier lorries, producing a range of four and six-wheelers, from 2 to 6 tons, powered by a choice of petrol or diesel engines. These were described as: 'excellent machines and are used by bus operators, municipal authorities including the fire brigades, the Army, Air Force and postal

authorities all over Sweden.'

The third company, Volvo, was the newcomer to the industry and had concentrated its efforts on the design and production of lighter four and six-wheeled vehicles in the 30 cwt to 2 ton range, equipped with four or six cylinder petrol engines. These vehicles were targeted at the market for imported Ford and Chevrolet vehicles, which had proved to be popular, but the Dollar exchange rate allowed the Volvo to be sold at a lower price.

One factor at this time was the state control of the operation of goods and passenger vehicles, which restricted their competition with the state-owned railway network. This

The Lundby factory seen around 1939.

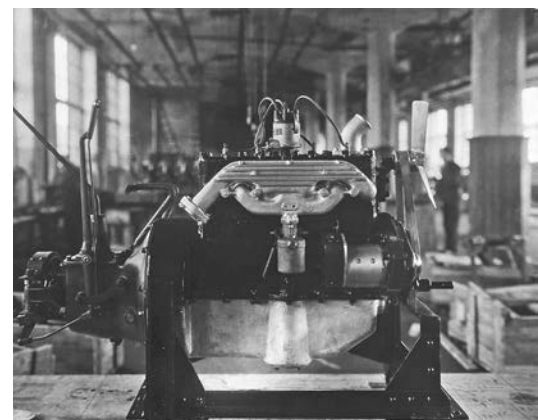


meant that long distance goods and passenger traffic had not developed to any large extent, although some refrigerated vans and tourist agency buses had been allowed to operate on longer routes. The lighter vehicles, 2 tons and under were certainly the most popular, especially on local delivery work and the movement of goods over short distances.

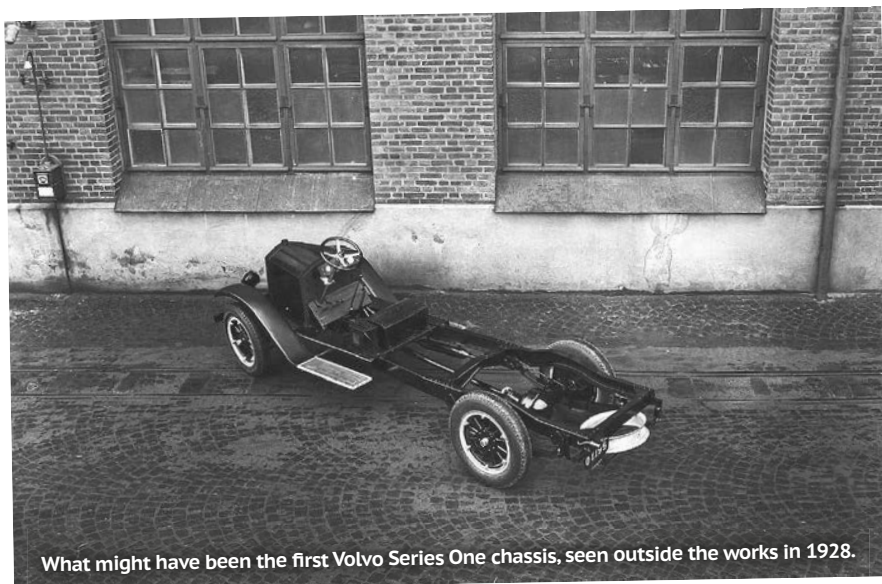
However, the road system itself had been greatly improved, and the dirt and muddy tracks of the early 1900s had given way to a steadily-increasing number of well-built tarmac-surfaced roads, dressed with either sand or gravel. Even in winter, the highways

were kept clear of snow, with the use of buses and postal vehicles equipped with snowploughs. The infrastructure was there, as was the market, but few vehicle manufacturers appeared to make a serious impact on the Scandinavian market. Records for 1932 show that a total of 155 British-built commercial vehicles were sold in Sweden in 1932 with a further 66 going to Norway and 133 to Denmark. The Scandinavian manufacturers were selling over three times this number of vehicles on the home market.

Certainly the output of the Swedish manufacturers was growing, with The



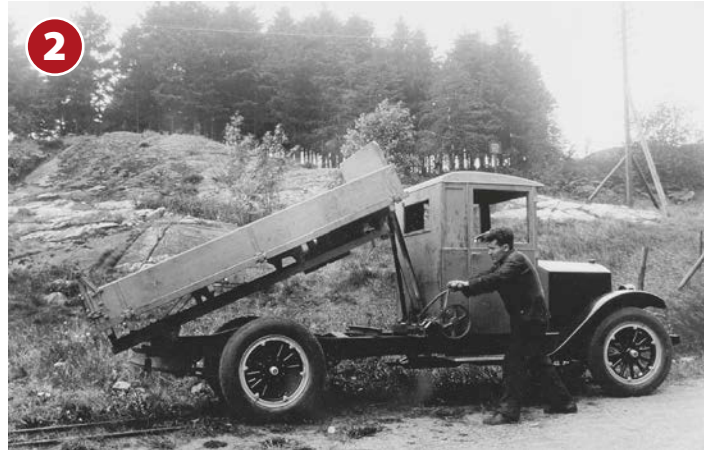
Above The 1927 Volvo DA engine was a reliable and durable unit, but lacking in power.



What might have been the first Volvo Series One chassis, seen outside the works in 1928.

Commercial Motor noting that: 'Although figures for 1928 are not available, Sweden is said to have doubled its output of commercial vehicles in 1929. This increase is largely due to Volvo in Gothenburg, the production of this factory being put at 658 lorries and buses. Scania Vabis at Sodertalje produced 160 lorries and 90 buses and Tidaholms produced 90 lorries and 60 buses.'

The performance by Volvo is all the more remarkable as, until 1928, the company had not yet developed its first commercial vehicle. It was on 19th February, 1928 that Volvo launched its first commercial goods carrier, the LV40, a model which became referred to as the Series One. This single model can be regarded



Above 1 A newly-built vehicle chassis leaving Volvo's Lundby factory. **2** A 1928 Volvo LV40, fitted with a hand-operated tipper body. **3** A 1928 Series One chassis. **4** A 1928 LV40 or Series One platform lorry. **5** Simple, rugged and reliable, a typical LV40 Series One from 1928.

as the foundation for the Swedish company to develop into the world-leading truck manufacturer that it has become today.

While the truck may have been new, the name Volvo had been around since the early 1900s, when the name had been adopted by a new company which manufactured roller bearings. This firm was later taken over by Svenska Kullagerfabriken or SKF, another Swedish engineering company and, for a time,

the Volvo name disappeared. By the mid-1920s, SKF had become the leading producer of ball type bearings, but it remained an engineering company and, at this stage, had no direct involvement in motor manufacture, other than as a supplier of ball bearings.

In 1911, Scania and Vabis, the two Swedish car manufacturers, had merged to become Scania-Vabis and made the decision to concentrate on the design and development

of commercial vehicles and end production of motor cars. This meant that Sweden would no longer have a motor industry and would have to rely on imported cars from various foreign manufacturers.

The Head of Sales at SKF was Assar Garbriellson and he worked with engineer Gustaf Larsen, to consider the possibility of designing and producing a new motor car under the SKF banner. Their aim was to avoid

Another 1928 LV40 Series One being loaded from a railway wagon.



Above: The 1928 Volvo LV40 Series One was designed to cope with the harsh Swedish winters.



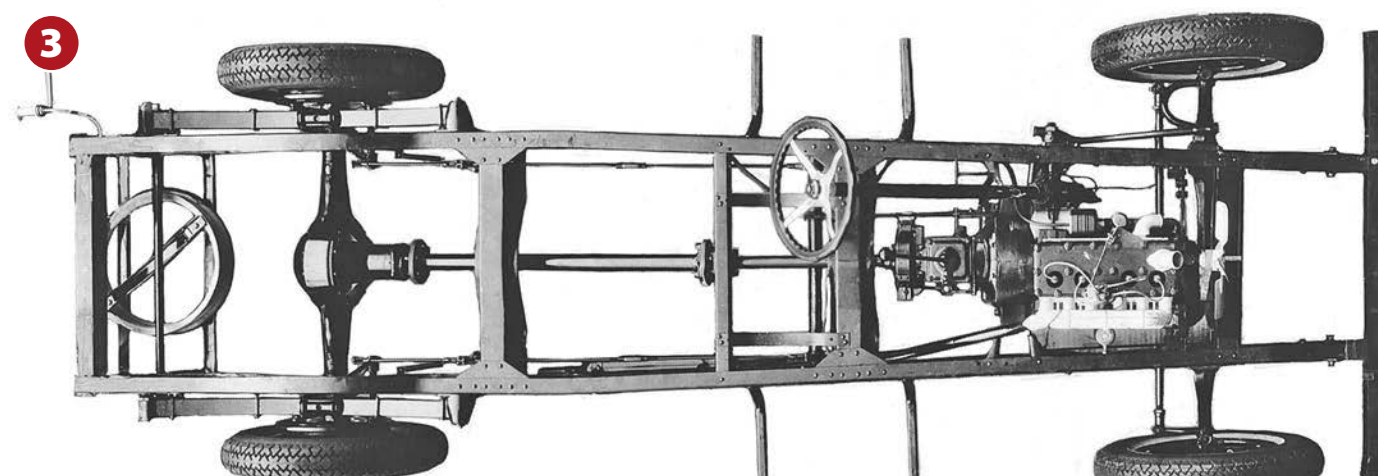
Above: One of the first Volvo commercials was a van built on the OV4 car chassis.

producing a clone of the imported American cars and produce a motor car which was more suited to the Scandinavian conditions. The main factors at this time were the poor conditions of the roads in the early 1900s and the winter weather, which at times could be very harsh. The two men rented premises in Gothenburg and began their design and development work, building a series of prototype vehicles, the first of which was completed and ready for road testing in the middle of 1926.

This first vehicle was quickly followed by more test vehicles, each incorporating design changes and improvements to the specifications. Further road testing took place over the next few months, including tests in winter snow conditions. The two men were growing in confidence that they had developed a viable machine and showed that confidence by taking premises and setting up a production



A line-up of Series Two lorries at the Lunby Works in 1928.



Above 1 1928 Volvo Series One with Atvitaberg standard cab. **2** 1928 Series Two. **3** 1928 Volvo Series Two chassis detail. **4** A restored 1928 Series Two. **5** A 1929 Series 3.

factory at Lunby.

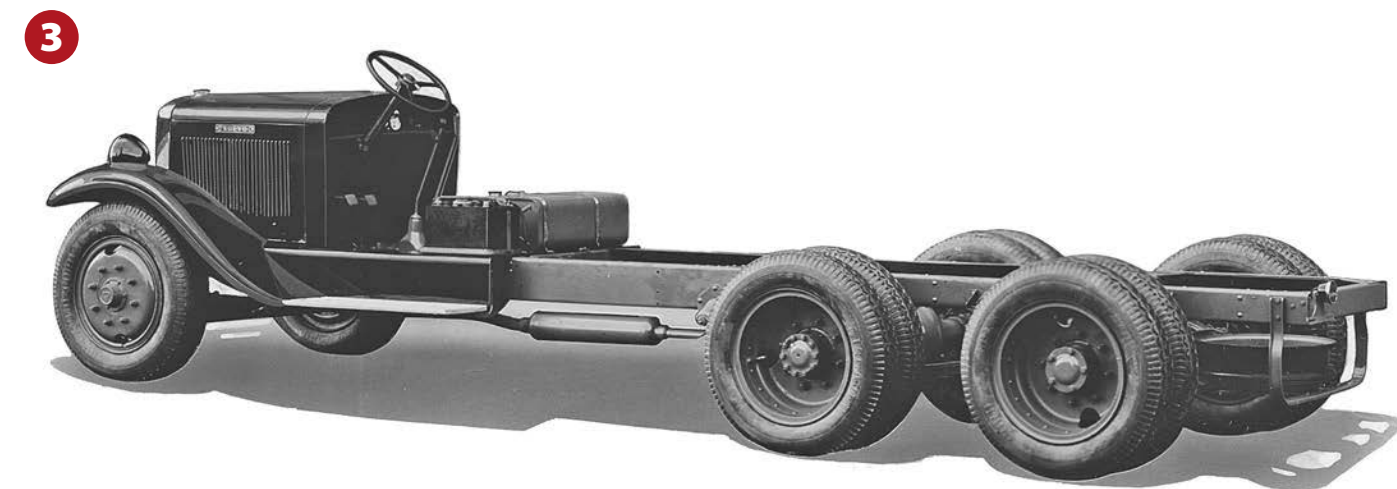
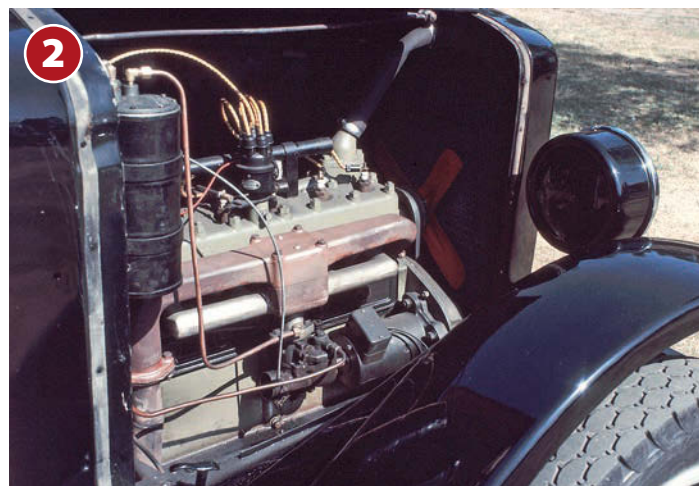
Having spent much time, money and effort in developing the vehicle, the two men were determined to reap the benefits, and Gabrielsson resigned from SKF but, after some negotiation, he managed to obtain the rights to use the defunct Volvo name for the new enterprise. Testing of the vehicle was quickly completed and the new factory made ready for operation, the first production motor car from the new Aktiebolaget Volvo company rolling off the production line in April 1927.

This motor car was the OV4 which became

known as the 'Jakob'. It was an open four-seater, which was powered by a 1940cc Penta DA four cylinder engine and was a well-built, robust vehicle, extremely well-suited to the Swedish road conditions. The vehicle sold well and was quickly followed by the model PV4, a saloon version of the original vehicle. The chassis proved to be rugged, durable and adaptable and the company exploited its versatility, by supplying chassis to a number of companies, which fitted their own designs of goods-carrying bodies. Almost by accident, Volvo had become a commercial lorry producer.

The company also won a very profitable contract to supply 70 chassis, completed as pick-up trucks, for the Swedish telephone department. Realising the potential of the commercial vehicle market, the company applied design and development resources to a new purpose-built lorry, which was brought to the market on 19 February 1928, as the LV40, a model which was also referred to as the Series One.

While the first motor cars produced by Volvo had sold well, their reception was nothing like that of the LV40, which made a stunning debut



Above 1 A 1929 Volvo Series 3, fitted with a crew cab. **2** The 1929 Volvo DB engine, the first six cylinder Volvo engine. **3** The 1931 LV64LF six-wheeled chassis. **4** A 1929 Series Three LV60 in preservation. **5** An LV76-78 Series of 1934.

and the planned production run of 500 vehicles was sold out almost immediately. The new lorry was no heavyweight, being powered by a 28 HP four cylinder petrol engine, with an officially payload of 1500 Kg. However, in contrast with the vehicles offered by its competitors, Volvo had moved away from the solid tyres and chain driven design, and the new LV40 featured shaft drive, pneumatic tyres and could be fitted with a closed in cab. This was 'revolutionary stuff' for the Swedish market and potential customers were falling over themselves in the rush to get

hold of the new Volvo lorry.

The company responded as quickly as it was able to, and a further 500 vehicles were built, these trucks being designated the Series Two. There had been little time for major design changes, so the existing 28 HP engine had to be used, but the rear axle was reduced to a single ratio, which improved the driveability, but resulted in the lorry having a slightly lower top speed. The 1300 mm track on the Series One was also widened to 1460 mm on the Series Two models, which improved the lorry's

performance and handling on some of the poorer roads, which were badly rutted. The wider track was achieved by the rear springs being moved to the outside of the frame rails, a useful design feature, which allows the surviving early models to be identified.

In the main, the company supplied its vehicles as a chassis unit, which allowed customers to have their preferred coachbuilder fit a particular design of cab and body to suit their requirements. However, Volvo also provided the option of having a factory-fitted



The Volvo 'Jakob' motor car was the company's first vehicle design.

standard cab, and these were produced by Atvidaberg, a body manufacturing company. The cabs were ordered by Volvo in batches and fitted on the chassis at the Volvo works.

The Series One vehicles had featured a hand-made polished wooden steering wheel but, with a view to cost savings, the Series Two lorries were fitted with a cheaper Bakelite version. The new Series Two proved to be just as much a commercial success as the company's first lorry and could be seen in use all over Sweden. As well as being used by commercial goods carrying businesses, the Volvo chassis also found favour with many bus operators. They used the new chassis as a base for a small single-decker bus with a wooden



A 1931 LV67 long wheelbase military ambulance.



Above A 1933 LV93-95 series, fitted with a steel cab.

framed body covered in thin steel sheet.

The main issue with the Series One and Series Two trucks was the 28 HP four cylinder petrol engine, which did not have the power needed for heavier vehicles. To its credit, Volvo was already aware of this, even before the LV40 had come to the market at the beginning of 1928. By 1926, the company had already begun development work on a new six cylinder engine. Although rather a revolutionary new

design, the new power unit was based on adding two cylinders to the existing DA engine. The result of the experiment was Volvo's first six cylinder engine, classified as the 'DB', which was first used in the new Series Three and Series Four models.

Apart from the larger engine, there were few other design changes at this stage, and while the new Volvo lorries proved very popular on the home market and were well-built



Above A bus built on Volvo lorry chassis.



A 1931 Volvo LV66 short wheelbase tipper.



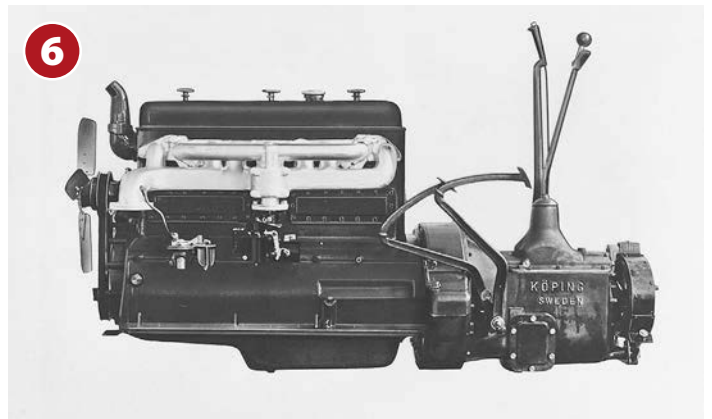
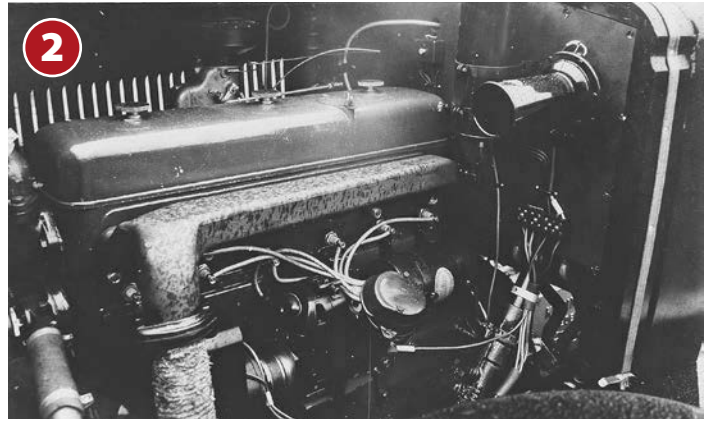
Above The 1931 Volvo LV68-78 medium lorry chassis were the basis for buses and fire engines.



Above The LV73 was a tough medium-duty lorry, produced between 1932 and 1935.

and rugged vehicles, they did not compare very favourably with commercial vehicles being produced in America, Britain and other European countries. The look was seen as old fashioned, the wooden wheels caused problems and there were only brakes on the rear wheels. The poor quality of Swedish roads did not help matters and on many routes there were severe restrictions to permitted axle loads. The introduction of the three axle LV64 went a little way to increase allowable payloads, but it seems that this particular chassis type was more popular with bus operators and few six-wheeled good vehicles were produced.

The first venture into the production of commercial vehicles had been a great success for Volvo and the company had quickly earned a reputation for producing rugged and reliable, although rather old-fashioned vehicles. It should also be borne in mind that, in the early 1930s, the company was still producing



Above 1 A 1933 Forward control LV75. **2** The 1933 Volvo HA engine, the Hesselman Type A. **3** A 1934 Volvo LV76. **4** A The Volvo DA Engine of 1928. **5** A nicely restored 1928 LV40 Series One with wooden spoked wheels. **6** In 1931, the DC was the first engine designed exclusively for use in lorries. **7** The 1928 three-speed non-synchromesh gearbox, which was fitted to the OV4 car and the Series One lorry.

its range of motor cars, a market which was potentially increasing as the road network in Sweden was being greatly improved and expanded. However, the next ten years would see improvements in terms of styling as well in performance with the introduction of a series of new models. At the beginning of 1932, the LV66-70 range of five models was introduced and the new vehicles included heavier 3 and 4 ½ tonners and a six-wheeler, which was powered by a new 75 HP 4.1 litre overhead valve engine, and again these lorries proved to be very popular.

However, the prevailing difficult economic conditions of the time left Volvo facing a dramatic downturn in the sales of its motor cars, contrasting with the sales of commercial

vehicles, which had shown an increase. A major factor in this success was the use of the LV70 as a bus chassis, which could be fitted with a high capacity body, and the LV70B bus version of the chassis effectively became the standard bus chassis for Swedish operators.

Innovation continued and, by the mid-1930s, Volvo had introduced its first forward control lorry, the LV75, and although it was reasonably well-received, there would be no further development of the forward control model until the 1950s. Meanwhile, from 1935 onwards, the forward control layout, which featured the engine fitted in or under the body, became the company's standard bus design.

● Alan will continue the story of Volvo's early commercial vehicles in the next issue...

50 YEARS OF SHOWMEN AROUND KENT

Allan Bedford offers a selection of pictures taken over the last 50 years of fairground and circus vehicles which he saw in his native Kent.



Above: The pictures are presented here in date order. A Portuguese circus act toured with Billy Smart in 1963, travelling around in this Packard Clipper from around 1946, seen with a veteran Atkinson in the circus fleet, in Danson Park, Bexleyheath.

Looking at my first rather fuzzy black and white photographs of some of the showman's wagons on offer in Danson Park, Bexleyheath, in August 1967, it seemed an opportune time to compile a selection seen at various locations in the county of Kent (including the Bexley area, swallowed up into Greater London in 1965), over the intervening years. The oldest vehicle snapped in 1967 was a 28 year old Foden, while perhaps rather surprisingly, 50 years on, at Gravesend in March 2017, a 33 year old Foden was still at work. Some things change, while others stay the same...

I have also included two very apt photos taken in 1963, also in Danson Park, by me and my old school-mate, Barry Magness. In the early 1960s, Barry and I would venture far and wide on our bikes, always trying to carry a camera in the saddle-bag. Our trips to South-east London suburbs and into Essex via the

Woolwich Ferry or Foot Tunnel, would often result in the discovery of an American car to snap. Shortly after the opening of the Dartford/Purfleet Tunnel in 1963, we travelled on one of the Strachan-bodied Thames Trader 'Bike Buses', to discover Grays and Thurrock!

Principal Locations

Danson Park, Bexleyheath, was a large area of the landscaped parkland and lake from the estate of Danson House, built in 1760 for Sir John Boyd, of the East India Company, which was purchased by Bexley Urban District Council in the 1920s, and opened to the public by Princess Mary in 1925. It has been the venue for events like fairs and circuses over the decades, and in recent years Danson House has been beautifully restored.

Central Park, Dartford: the land forming the park was donated to the town in 1904 by brewer, Colonel C N Kidd, whose brewery in Hythe Street was sold to Courage in 1937 and

promptly demolished.

Erith Recreation Ground, in Avenue Road, was established in 1900 by Erith UDC and for many years the annual August Erith Show & Sports was held here.

There are two locations in Gravesend, firstly Gordon Promenade and Riverside Park, and secondly Cyclo Park, opened in 2012 on the route of the old A2 near the Tollgate.

Another location is Knockhall Park in Greenhithe, near Gravesend.

Other pictures were taken in Memorial Park, Herne Bay.

In Slade Green, near Erith, a small, undeveloped area in Whitehall Lane was formerly part of Fummers Brickworks, close to the station. The whole area was famous for its stock bricks, vast quantities being transported to London by barge and later on the railway, with the opening of the North Kent in 1849. The area was referred to as 'Slades Green' by older residents until recent times.

Right: Billy Smart certainly knew how to travel back then. Although registered as BS 59, the Ford Thunderbird is actually a 1960 model year example, but back then the Americans brought out next year's models around mid-year, so this T-bird probably would have reached the UK in late '59, and as I recall was bright red. The vast living van must have been 'state of the art' at the time and was pulled by a Bedford 'S' Type, when seen in Danson Park in 1963.



Left: This Foden 'DG', FYR 645 (London, 1939), with its front wheels chocked, keeps company with a 1948 Maudsley, which with its Isle of Ely registration, AJE 34, might once have been in the fleet of Chivers of Histon: seen in Danson Park, August 1967.

Below: This Vulcan frame truck, GDP 166 (Reading, 1952), is believed to have belonged to Edwards of Swindon: seen in Danson Park in August 1967.





Above: A lovely old Atkinson L1266 six-wheeler, ERV 61 (Portsmouth, 1949-50), seen next to an ex-BRS Noddy van at Danson Park in August 1967.



Above: This Foden generator truck, HPA 53 (Surrey, 1938), of Forrest's looks like a short wheelbase timber tractor with a later cab, complete with an Aveling & Porter prancing horse and nameplate on its radiator, seen next to a Scammell in Danson Park, in September 1969.



Above: I have included this rather poor shot, taken at dusk at Slade Green in May 1970, of Robert Bros Circus eight-wheeled Willenhall-cabbed ERF type '68', CPV 602 (Ipswich, 1954). Unfortunately it was hemmed in by another vehicle. Also seen at the same event was an ex-Eastbourne Corporation Leyland TD4 open top, in green Civil Defence livery, which was probably JK 5605, now back in Eastbourne colours and kept at Winkleigh in Devon.



Above: Forrest's Fair in Central Park, Dartford, in June 1972, included ex-Whitbread AEC Mammoth Major, MLE 990 (London, 1953), fitted with a van body, together with a 'Coffee Pot' Scammell Explorer.



Above: This 1965 Guy Warrior Frame Truck attended the August 1984 Erith Show & Sports event.



Above: A Maudsley-badged AEC Monarch box van, OJJ 927 (London, early 1954), seen in Danson Park at Easter 1973.



Above left: The following year's Erith Show & Sports was attended by this LV-cabbed ERF 68 model, KXC 37D (London, 1966).

Above right: Also present at the 1985 Erith Show was this LV-cabbed ERF 66G six-wheeled box van, SEH 146F (Stoke on Trent, 1967-68), the progress of which must have been rather sedate, if it was still fitted with a Gardner 120. The Arthur Street flats to the rear have since been demolished.



Left: This AEC Mammoth Major Mk V six-wheeler, with the Park Royal cab, seen at the far end of Central Park, Dartford, in the summer of 1985, carried a later registration, SLL 447L (London, 1973) – was this an ex-military vehicle?



Left: A visit to a vehicle rally at the Kent Showground at Detling in August 1996 found the traditional fair of Harris's of Ashington in attendance, including one of their immaculate Matadors, WPX 925F (Sussex, 1967-68), fitted with a later cab.



Above left: A return visit to Central Park, Dartford, at Easter 1997, found this immaculate ERF 'C' Series box van, UBL 135Y (Reading, 1982).

Above right: For the October 1998 half-term visit to Slade Green, the 'Terminator' ride arrived courtesy of this Foden 4000 Series, A207 SYR (London, 1983-84).





Above left: A long way from its Aberdeen origins in 1981, this smart ERF B Series eight-wheeler, MSA 602W of Jennings carried the 'Rock'n Roll Twist' ride, to a small fair adjacent to the A20, at West Kingsdown in May 2000. **Above right:** This attractive Foden tractor with an S24 cab, XNO 904F (Essex, 1967-68), carrying a generator outfit, was attending a small fair in Knockhall Park, at Greenhithe in July 2000.



Left: Not far from where it would have been first registered, this box-bodied ERF 'B' Series six-wheeler, RKE 29SR (Maidstone, 1976), was seen at West Kingsdown in May 2002.

Below: Not a common sight on the fairgrounds, this Leyland Roadtrain, C299 XAC (Coventry, 1985-86) is seen among the Sunday morning washing at West Kingsdown in May 2002.



Above: This attractive ERF 'E10' eight-wheeler, F922 PJF (Leicester, 1988-89), enjoyed a very long life on the fairground with its Waltzer load. Seen in all red livery at Slade Green in October 2002.



Above: Another make seldom encountered on the show circuit, this impressive Seddon Atkinson 301-based Frame Truck, D676 LRO (Luton, 1996-87), was at Danson Park for the Easter Fair in 2003.

Left: At the same Easter 2003 event in Danson Park, this rather battered-looking Foden Fleetmaster, BYY 911V (London, 1979) was possibly ex-British Telecom.



Above: ERF C Series, A472 SYD (Somerset, 1983-84, possibly ex-Showerings) called 'Nightmare Express' and E Series A14 FBT (which looks like a personalised registration), called 'Nullus Secundus' at Danson Park in 2003.



Above: Bailey's Cage Ride 'The Dogs' was brought to Slade Green in October 2003 by this immaculate Foden 4350, E292 RUG (Leeds, 1987-88), which carries a Rolls-Royce/Perkins Eagle badge.



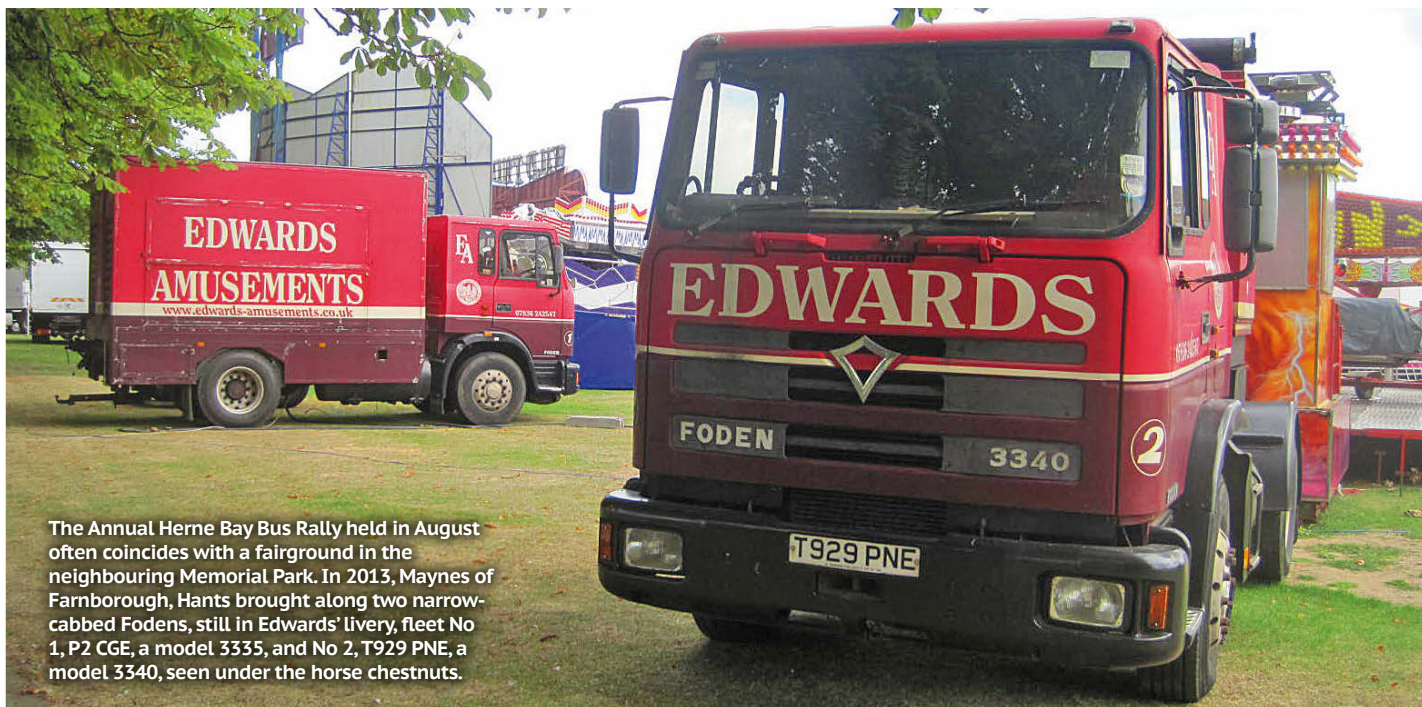
Above: Also present at Slade Green in October 2003 was this ex-Shell Seddon Atkinson Strato '325', J704 CYF (London, 1990-91), probably a short-lived addition to the fairground scene.



Above: Slade Green in October 2003 also offered another Seddon Atkinson, this nice '301' eight-wheeled box van carried an Edinburgh-issue plate, C547 YMS, from 1985-86.



Moving on to 2007, at the fair supporting the annual Gravesend Regatta, this monster bonneted 'Maggie Deutz' (Iveco) Generator unit, Q312 XUX, is seen on the Gordon Promenade beside the river.



The Annual Herne Bay Bus Rally held in August often coincides with a fairground in the neighbouring Memorial Park. In 2013, Maynes of Farnborough, Hants brought along two narrow-cabbed Fodens, still in Edwards' livery, fleet No 1, P2 CGE, a model 3335, and No 2, T929 PNE, a model 3340, seen under the horse chestnuts.



Above: Another of Maynes' offering at Herne Bay in August 2013 was this ERF 'C' Series power plant, B125 XAT (Hull, 1984-85).



Above: Also present at the June 2007 Gravesend Regatta, this ERF E Series eight-wheeler, G576 NUE (Dudley, 1989-90), was seen in the adjoining park next to the river.



Maynes of Farnborough, Hants brought this veteran ERF 'B' Series eight-wheeler and trailer, THM 64S (London, 1977), to Slade Green in April 2015.



Above: Santus Circus arrived in Gravesend in late March 2017, where this unidentified Foden 4325 was photographed by 'Handybaz' in the Cyclopark.



Left: Eleven years after seeing the ERF eight-wheeled Waltzer transport at Slade Green, it was nice to see it was still looking immaculate at Herne Bay in August 2013, although now with a green cab.



Above: Also on offer in March 2017 was Santus Circus' Cummins 320-powered Foden, B351 AFW (Lincoln, 1984-85), which proves after 50 years that 'old Fodens never die!'



Above: Just as I recall, this picture shows the loading arrangements at the Kent end of the Dartford Tunnel, with London Transport's special Thames Trader TT4, 529 FJJ (London, 1963) waiting for passengers with their bikes. Five of these vehicles were built and this one is the only survivor. (Phil Moth)

ANYONE FOR A PINT?

Mike Forbes has made another selection of pictures of brewers' vehicles from the Chris Hodge 'Stilltime' Collection.

This being the December issue, maybe we can start our festive celebrations early, with a look at some brewers' drays from the past. Beer delivery vehicles always seem to be a popular subject for these features – can't think why...?

There are pictures of the vehicles of a number of different breweries, from different eras as well. What they have in common is a certain amount of style, breweries always seemed to have the wherewithal to invest in their vehicle fleets and didn't always use 'off-the-peg' types, as reflected in the stylish bodywork and special features of some of the lorries seen here.

However, at the same time, the pictures show that handling methods didn't seem to have changed much since the 1920s and before. In more recent years, 'Health & Safety' issues in particular have focussed brewery minds on making unloading and other aspects both easier and safer for the crews

and general public around them.

I remember in the 1980s at 'Motor Transport' I reported on various conferences and experimental vehicles being assessed by the 'Brewery Transport Advisory Committee', I think it was called. A man called Roger Denniss (I think with two ss) was at the forefront of trying out different vehicle specifications, like tank trailer suspensions and drop-frame delivery vehicles. We've seen the fruits of their labours on the roads since then.

What we have here are some grand old names in the brewery trade. The lorries are from makers which have largely passed into history, while the breweries have also been the subjects of many a corporate takeover, their memories kept alive by the odd sign, stained glass window or nod to the past with a modern brew making the most of a connection with what used to be.

Things ain't what they used to be, but we must make the best of it – cheers....!



Above: It looks as if contract hire was alive and well in Leeds in the 1920s. This Leyland G or RAF Type, U 6589, also registered in Leeds in 1920, fitted with pneumatic tyres all round and electric lights, was in the fleet of Thos Spence Ltd of Leeds. It was delivering 'Tetley's Fine Ales' to the 'Mexboro Arms' (there's still a Mexborough Arms in Thorner, Leeds, but it looks quite different...) A tram can be seen passing in the background. (CHC aaj237)

Right: The drayman with the fine moustache has got his jacket off now, as we see the crew about to unload a barrel down the slide. Notice the words 'Keep Off' on the rear of the lorry – trouble with kids hitching a ride? (CHC aaj235)





Here are Melbourne Ales smart-looking fleet nos 5 and 6, loading at the brewery in the early 1920s. Registered U 6072 and 6127 (Leeds, 1920), they were Karriers – most likely K Type 3-4 tonners, with live axle rather than chain drive, possibly rebuilt wartime chassis. Note the enclosed cabs, but solid tyres and acetylene lighting. (CHC aaj233)



Melbourne Ales and Tetley's

Melbourne Ales were brewed in Leeds and once considered the finest ale in the city, until the company was taken over by Tetley's in 1960. It appears that Tetley's used the Melbourne Brewery until its closure judging by the Huntsman sign on the building on Regent Street until it was demolished in 1973.

The Melbourne brewery's logo was a Georgian style courtier doffing his hat in a gesture of welcome. Examples of stained glass, signs, and tiled mosaics can still be seen around Leeds.

Joshua Tetley & Son Ltd was a regional brewery founded in 1822 by Joshua Tetley in Hunslet, Leeds, West Yorkshire. The takeover of Melbourne Brewery secured Tetley's position as the largest brewer in Leeds. In the same year, the company merged with Walkers of Warrington to form Tetley Walker, with over 1,000 tied houses in Yorkshire alone and 2,000 outside the county. In 1961 Tetley merged with Ind Coope of Burton upon Trent and Ansells of Birmingham to form Allied Breweries, then the world's largest brewing conglomerate. The Leeds Brewery, closed in 2010 and demolished the next year, had been the world's largest producer of cask ale during the 1980s. In 1998, Tetley was taken over by Carlsberg Group and is still the eleventh highest selling beer brand in the United Kingdom, with its 'Smoothflow', and second highest selling ale brand in the world after John Smith's.

Greenall Whitley

Another well-remembered Northern brewery name, Greenall Whitley & Co Ltd, of Wilderspool Brewery, Wilderspool Causeway, Warrington, Cheshire, was founded in 1762 at St Helens and the Warrington brewery was established in 1787. The private company was registered October 1880 and public company was formed 1952.

In 1990, the company closed its breweries at Warrington and Nottingham (Shipstone's, which was bought 1978) to become a pub chain, which was later itself bought by Scottish & Newcastle, while Greenall's concentrated on its De Vere hotel chain.

The Wilderspool Brewery was demolished in 1993 but the offices remain.



Above: A fine study of a Dennis Max, AED 944 (Warrington, early 1937), seen in the yard of Greenall Whitley's Wilderspool Brewery, still looking good and well cared-for in the early post-war years. (CHC aab280)



Left: A smaller Dennis, ED 8207, from 1934, most likely a 50 or 60 cwt chassis, with a third axle with single wheels added at the rear to increase payload and avoid axle overload. Of interest is the lack of headboard on the platform body, with the crates loaded on the side rave and a single rope at the rear. (CHC aab281)

Below: A 1946 Foden DG four-wheeler, EED 25, pulls out of the Wilderspool Brewery gates. This was a smart-looking vehicle, with its chrome front bumper, but notice how the third man of the crew is having to sit with his back against the windscreen. A well-loaded normal control tipper can just be seen disappearing round the corner on the left. (CHC aab390)





Jenner's South London Brewery

The South London brewery was founded in 1760 and was based at 134 Southwark Bridge Road. In 1937 it was registered as Jenner's Brewery Ltd and it was taken over by Woodhead's of Islington in 1944, although brewing continued almost until Woodhead's was itself acquired by Charrington United in 1965.

One of Jenner's unmistakable drays was seen in the 1949 Ealing Studios film, 'The Blue Lamp', the 'dray man' being shot by a crook being chased by a police Humber Super Snipe in Crompton Street, London in the opening sequence.

Above: A side-on shot of a Jenner's dray leaving Woodhead's Canonbury Brewery in Islington. These stylish early post-war vehicles had coachbuilt bodies which offered no clues as to the chassis on which they were built. I have heard Maudslay suggested, but the general size and layout and the fact that Woodhead's other vans seen in these pictures would point to the drays being built on Fordson 7V chassis. Does any reader know better...? (CHC aar464)

Right: Here we have a view inside the brewery or bottling plant, showing the rear of SML 534 (Middlesex, 1948), with its semi-streamlined skirtd body, with signwriting for 'Jenner's Golden Ale' on side and rear, plus the front of SML 535, showing the stylised 'SLB' (South London Brewery) lettering on the grille. (CHC aar465)



1: Jenner's had previously bought Commer's, like N Type, DXK 84 (London, 1937), which had 'South London Brewery' on the headboard and 'Jenner's Golden Ale' on the side raves. Behind the Commer is an Austin K4 dropside, GYL 804, in a wartime Government registration series, with 'Probyn's' on its headboard, but notice the wartime headlamp masks are still in situ three years after the war ended! They are overtaking a larger loaded lorry, parked at the roadside, with a Ford E83W van behind. (CHC aar466) **2:** An integral van-bodied Fordson 7V, OMT 877 (Middlesex, 1948), in the livery of Woodhead's Wine & Spirit Importers, with the Islington, London N1, address, is posed at the roadside, as another South London Brewery Commer 'N', CY 679 (London, 1936), come round the corner. (CHC aar468) **3:** A scene outside Woodhead's Canonbury Brewery in Islington, showing the rear of SML 534 again, plus another Fordson 7V van, lettered South London Brewery above the screen, and a Ford E494C 5 cwt van, JXD 683 (London, 1948), lettered 'Jenner's' on the rear doors. It would seem Woodhead's/Jenner's was updating its fleet when Commercial motor visited in the late 1940s... (CHC aar472)



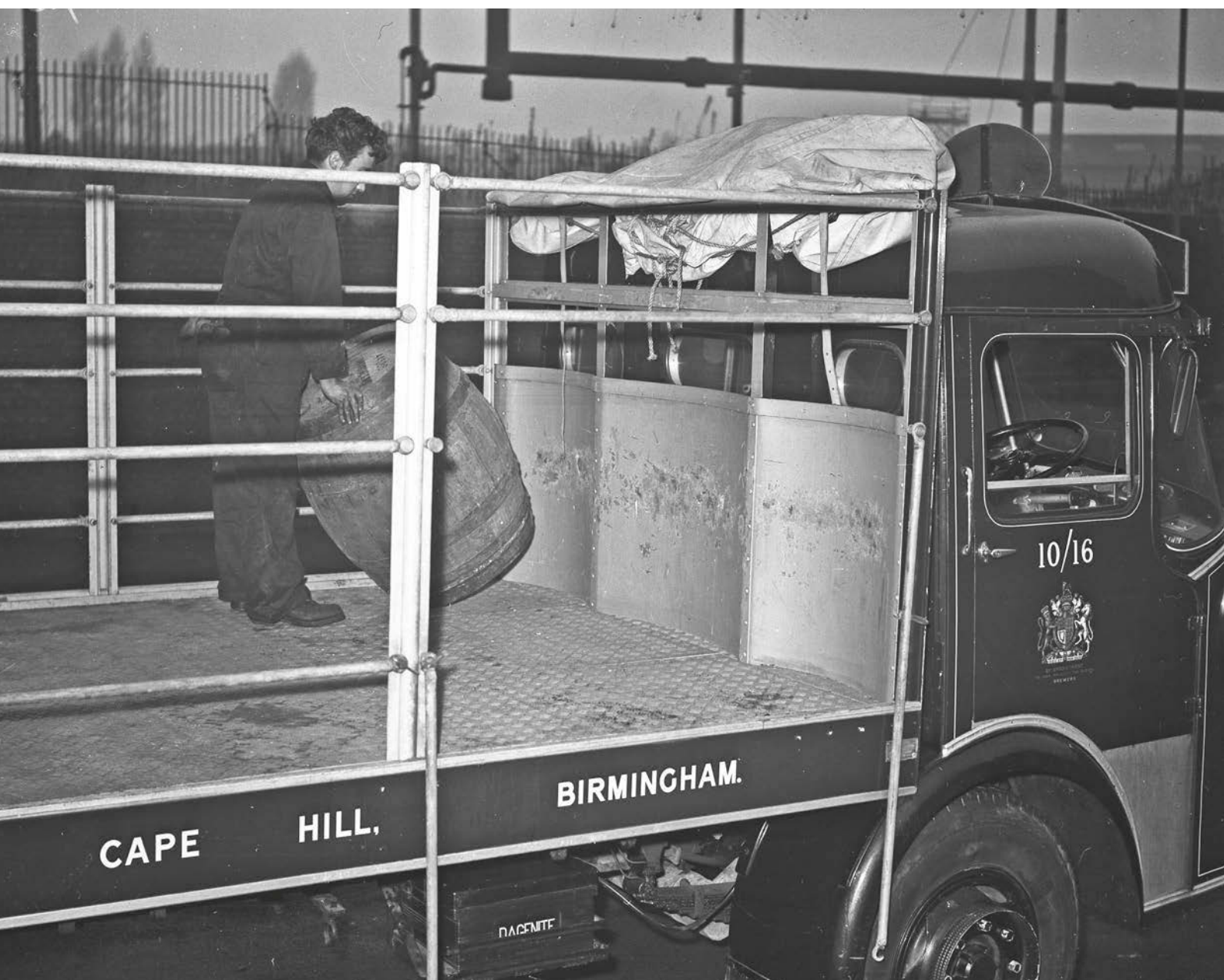
Mitchells & Butlers

Mitchells & Butlers, usually referred to as 'M&B', was the result of a merger of two breweries in 1898. The most famous beer was 'Brew XI' (Brew Eleven), advertised as 'for the men of the Midlands', now brewed under licence for Coors by Brains of Cardiff. A descendent plc is still in business, running circa 1,784 managed pubs, bars and restaurants throughout the United Kingdom, including the Harvester chain.

The company previously merged with Bass in 1961, and was more recently owned by Coors Brewers. The M&B's Cape Hill brewery in Smethwick closed in 2002 with production switched to Burton upon Trent, and demolished in 2005, replaced by a housing estate, although the company's war memorial is still there.



Above: At one time 'Export' beer was advertised heavily by various breweries as it was considered superior (stronger?) for some reason. Here we see the 'Export' lettering on the headboard on the Homalloy cab of M&B's Albion Reiver six-wheeler – an unusual specification for a dray in those days – 4130 HA (Smethwick, 1960). The draymen are unloading barrels using a chute, just like the one on the Tetley's RAF Type Leyland nearly 40 years previously. (CHC aaq446)



Above: An interesting detail of the body on the M&B Albion Reiver was the headboard shaped to load three barrels against it. (CHC aaq459)



Above: The Albion Reiver meets another of the M&B fleet with a Homalloy cab, a Leyland four-wheeler, KHA 676 – a 1947 registration, so possibly a refurbished chassis. They are outside an M&B house, 'The Merrivale', a Mock Tudor half-timbered 'road house' – still there in Oldbury, but now closed – which offered 'luncheons', perhaps a taste of things to come... That looks like the publican's Humber Hawk behind the Leyland... (CHC aaq453)

Left: Contrasting with the modern vehicle, with its special body, the full beer barrels had to be let down into the cellar of the pub using a rope through the hook let into the pavement outside – or did they usually just drop them onto a cushion? (CHC aaq460)

Right: A rear view of the Leyland, KHA 676, seen above, being unloaded, showing the beer crates stacked on the side rave, with just a couple of posts and chains at the rear for load restraint.





Above: A lighter four-wheeler in use as a dray, a BMC Diesel 7-tonner, TOM 877 (Birmingham, 1956), seen at the loading bank at the M & B brewery. Notice the 'Ransomes' fork-lift on the right and the use of a powered stacker truck on the loading bank. (CHC aaq447)



Left: An Austin K4 tanker, NHA 439 (Smethwick, 1949), with stylish bodywork enveloping the tank, plus the tubes carrying the delivery hoses at the sides. (CHC aaq448)

Below: A rear view, showing the 20 mph limit plate, as the unladen weight of this vehicle, at just over 3 tons 14 cwt, necessitated this limit when it was new, but by the time these pictures were taken in 1960, when the Albion Reiver was new, the limit had been raised to 30 mph for all lorries. (CHC aaq450)





Above: A bigger tanker in the M&B fleet was this Leyland Octopus used for transfers to other bottling plants, or was this the start of 'fizzy pop' keg beers, delivered under pressure in bulk? (CHC aaq458)



Above: To finish, a view along the M&B loading bank, with an Austin K4, NHA 438, sister to the tanker, an Austin 502 'prime mover' with a Scammell coupling trailer, the BMC 7-tonner and two Homalloy-cabbed Leyland four-wheelers, as an LAD-cabbed dropside passes on the road in the background. Feeling thirsty now? (CHC aaq456)

30 YEARS WITHOUT EASTERN COACHWORKS

Malcolm Wright brings us a selection of pictures from his collection, showing some of the body types built by this famous Suffolk coachbuilder.

It is now 30 years since the closure of Eastern Coachworks factory in Laundry Lane, Lowestoft, where nearly all the bodies for the Tilling group, nationalised in 1948, were built on Bristol chassis.

We reported on the rally at the East Anglian Transport Museum at nearby Carlton Colville a couple of issues back.

The roots of ECW run back to 1912, with United Automobile Services being founded at Lowestoft and from 1920 the company started coachbuilding at the site. By 1931, the East Anglian operations of United were transferred to a new company, to become known as Eastern Counties Omnibus Company, while the coachworks, largely constructing bus bodies, became Eastern Coach Works Limited (known as ECW) in July 1936.

With a workforce growing to over 600 people, this became the biggest full-time employer in the area. Work here ceased during World War II, because of the threat of invasion, transferring to United Counties Irthlingborough garage, but by the time of nationalisation production was back up to pre-war levels at Lowestoft.

The business then concentrated on building bus bodies on Bristol chassis for the state-owned bus operators, following nationalisation. By 1965, a 25% share was transferred to Leyland Motors, which meant that ECW could sell to the private sector. By 1969, the firm was split 50-50 between the National Bus Company and British Leyland, which lasted until 1982, when BL bought out the NBC shareholding. It was only to remain open for another five years, closing in January 1987, with the premises being demolished to make way for a retail park.



Above: This Tilling Stevens B9A, KO 119, which was new in 1927 to Maidstone & District, with Harrington CH31 coachwork was one of a number of earlier chassis re-bodied by Eastern Counties, then ECW in the 1930s. This DP31R example was built in 1934 for Autocar Services of Maidstone. Autocar had been controlled by East Surrey Traction Co Ltd of Reigate since 1928 and became a M&D subsidiary in 1933, until 1935 when it was taken into the main fleet. This bus ended up as a caravan at Leysdown by 1950.



Above: FK0 82 was a 1939 Leyland TS8 with ECW B34R bodywork. It was part of a batch of 33 similar vehicles, the first new buses to be ordered by M&D from ECW following its change from Eastern Counties. It served well in the M&D fleet until 1955, when it passed to PVD of Dunchurch and was re-sold to Thomas of Upper Llandwrog (Silver Star) in whose service it is seen here and where it remained until 1961.



Left: GHT 154 is a 1940 Bristol Tramways Bristol K5G with the company's own version of ECW H30/26R bodywork. It is now preserved and seen with WNO 479, a 1953 Bristol K5WG with ECW L27/28R bodywork new to Westcliffe-on-Sea Motor Services. It passed to Eastern National in 1955 and was converted to open top by 1966 and stayed with First Essex Bus Ltd until 2010 when it was sold into preservation with John Day of Pebmarsh.



Above: This AEC Regent I was originally fitted with a Tilling H27/25RO body when new but it was replaced in 1944 by ECW H30/26R. It served for a further nine years with Brighton, Hove & District, before passing to York-West Yorkshire as its ADG2. It is seen here in 1954.



Above: ANJ 831 was a B H & D 1937 Bristol G05G with ECW H30/26R bodywork which was re-bodied by ECW in 1942 and was on loan to United Counties Omnibus Co from 1942-44. It was converted to C033/26R in 1950 and sold to Eastern Counties in 1953 where it served until 1960. Alongside is GJ 2011 an AEC Regent with Tilling H27/25RO body, which was re-bodied in 1936 to O30/26R. It was one of two which did not receive removable tops in 1942. (Surfleet Transport Photographs).



Above: This 1940 Bristol K5G had ECW 56 seat convertible bodywork and was originally with B H & D, but is seen here working for Conway Hunt of Ottershaw. It was converted from H30/26R in 1955. It is seen here some five years later in 1960. (Surfleet Transport Photographs).



Above: Another AEC Regent re-bodied by ECW and later converted to OT30/26R bodywork was GW 6263. Originally with Brighton, Hove & District, it passed to Eastern National as its No 1158 in 1950.



Above: EHY 581 was a 1938 Bristol K5G with ECW H30/26R bodywork. It was new to Bristol Tramways & Carriage Co Ltd and passed to Brighton, Hove & District in 1954 and rebuilt by BH & D to open top. It was withdrawn in 1964. (Surfleet Transport Photographs).



Above: New to Western National Omnibus Co in 1945, this Bristol K6A had Strachan Utility L27/28R bodywork. It was re-bodied by ECW to L27/27R in June 1955. It was sold out of service in 1968 to W North of Sherburn-in-Elmet, re-sold to Starline Elms Coaches of Kenton and then P Webb of Reading and by October 1973 to the Bristol Vintage Bus Group.



Above: GHN 953 was a Bristol L5G with ECW B35R body new to United Automobile Services of Darlington. It served from 1947 until 1958, passing to the associated Durham District Services until 1961, and then to dealer, Dunchurch & Colbro.



Above: MKN 209 was a Bristol LL5G with slightly larger capacity B39R ECW bodywork. It was new in 1950 and lasted some 11 years in the M&D fleet. It was purchased by Fleet Car Sales of Dunchurch and re-sold to Monk of Warrington, a contractor where it served for six years before being dismantled by them. This view shows it in June 1961, just prior to being sold out of the M&D fleet.



Above: In 1950, LKT 990 arrived in the M&D fleet. It was a Bristol L6A with ECW B35R bodywork. It served for 11 years passing to Fleet Car Sales of Dunchurch and on to Morlais of Merthyr by 1962. It was withdrawn by 1966 and sold to Trelyn Metals of Blackwood, a dealer. It is seen here with sister vehicle LKT 995 (S47) which also served sometimes as a towing vehicle.



Above: GFM 865 was a 1947 Bristol L6A with ECW B35R bodywork new to Crosville. It was converted to front entrance for 'omo' in 1957 and was withdrawn by 1967 and subsequently worked for APC at Dungeness Power Station. It is not recorded as being preserved unfortunately.



Above: This front view shows the additional width of Bristol LWL6B, GJB 254, new in 1952 to Thames Valley Traction Co. It had ECW B39R bodywork and served until 1965 in passenger service, becoming a training vehicle until 1971. After several subsequent owners it was purchased by the Oxford Bus Museum and can now be seen at rallies in red livery.



Above: Being re-bodied twice, this 1938 Bristol L5G was new to Western National. It originally had Mumford B31R bodywork and in 1945 was re-bodied by Beadle. Then, in 1955, the chassis was lengthened and re-bodied again by ECW, as seen here from the rear. It served until 1963 when it passed to Southern National. By 1966 it had been sold to George Kelly & Dick Rogers and in 1970 to the Cotswold PSV Group of Stroud.



1: One of the large batch of 84 Guy GS buses with ECW bodies delivered to London Transport in the Autumn of 1953 was MXX 301. It was withdrawn in 1969, going to Trice of Chilworth and on to Model Road & Rail of Worcester Park from 1983.

2: HBL 57 was new to Thames Valley in September 1952. It was a Bristol KSW6B with ECW L27/28R bodywork and remained in the fleet until July 1970 as Fleet No 655. By 1971 it was seen as a contractors bus in Gosport with the British Radio Corporation.

3: OVF 229 was a 1954 Bristol LD with Gardner 5LW engine and ECW H33/25RD bodywork new to Eastern Counties. It was one of the first to lowheight specification, having a 2+2 seating layout with a centre gangway upstairs. It was the first vehicle to be purchased by the Eastern Transport Collection in December 1971.

4: RFM 409 was a 1954 Bristol LD6B with ECW H33/25R bodywork new to Crosville Motor Services Ltd. It was purchased by Shaw of Byers Green in December 1968 and in whose livery it is seen here, prior to scrapping by 1972.

5: RTT 995 was a 1954 purchase by the Southern National Omnibus Co. It moved to Western National from 1969-76 then to Air UK (Norwich) until 1985. Then it worked with Kent Metro, as seen here, from 1985 to around 1996, when it entered preservation, but was sold to Davies (dealer) of Winchcombe in 1997 and exported to Japan by 2003, with the roof lowered before leaving the UK!

6: SRU 994 was a 1957 Bristol LD6G with ECW H33/27RD new to Hants & Dorset. It was sold to Wright of Halewood and scrapped by 1979.



Above: 2932 PW was a 1962 arrival in the Eastern Counties fleet. It was a Bristol F55G with H60RD ECW Bodywork, seen here in Clacton on a lengthy route from Ipswich. It was withdrawn from service in 1978 to Hartwood Exports (dealer) of Barnsley and thereafter to Meynell (dealer) also of Barnsley.



Above: This Bristol F55G was new in 1965 to Eastern Counties Omnibus Co in H33/27RD configuration. It remained with the company until 1982, when it briefly went into preservation with Flynn of Sprowston as seen here, but was re-sold to Carl Ireland of Hull (dealer) who re-sold it to Poland in 1991. Alongside is KSV102 (GB-21-07), a 1954 AEC Regent III of Lisbon Electric Tramways with Weymann H37/28R bodywork.



Above: 157 BRP is a Bristol MW6G, new to United Counties in 1962 as a DP41F vehicle. It was downgraded to B45F in 1975 and left the company's service in 1978, being sold for spares. However after a period with the Biggleswade Preservation Group and other preservationists it has been with Mark Allin of Rushden since 2011. Alongside is YHY 80, a 1957 Bristol LS6G with ECW B43F, which worked for Bristol Omnibus Co for some 20 years until withdrawal in 1977, having been rebuilt in the early 1970s. It passed through Weston Carnival Club and a dealer to the Bristol LS3004 Group in whose ownership it is seen here. It is currently with Neale of Bristol.



Above: FDL 925D was a 1966 Bristol MW6G with ECW B45F bodywork new to Southern Vectis of Newport, Isle of Wight. It was repainted into NBC leaf green/white and by 1977 it went to Sykes (dealer) and on to further service with Elmtree Transport of Wealdstone. By July 1983 it was with A Hudnott of Borehamwood and then Leddon also of Borehamwood a year later. It was reported stolen in 1988 and not currently listed as being preserved.

Alongside is a 1958 Bristol MW5G with ECW B45F bodywork with the Bristol Omnibus Co. Note the detail differences to the roof dome and front panel. It was sold in 1976 to Cowley (dealer) of Middlewich then used by Netherstone School, then Weaver of Lichfield and Salter of Weymouth. It then spent time with the BBPG until in 2005 it passed to Ellis (preservation again) of Cambridge, Gloucester.



Above: A 1966 addition to the Lincolnshire Road Car fleet was CVL 850D, a Bristol RELH6G with ECW C47F bodywork. It was mainly based around Skegness, then was used on the National Express network from 1973. It then did local work based on Newark until being sold by 1982 into preservation with the Lincolnshire Vintage Vehicle Society Museum and re-sold in March 2004, restored by Colley, Hawkin & Lait of Lincoln.



Above: RHT151G was a 1968 Bristol RELL6L for Bristol Omnibus Co with ECW B53F bodywork, incorporating the original style of flat screen. It served until 1983 and was then scrapped.



1: AHT 208J was ordered by Bristol Omnibus Co in March 1971 and served until November 1982, when it was bought by the City of Oxford/South Midland. It was scrapped by 1984. This view of the Bristol REL6L shows its ECW B44D bodywork near Temple Meads Station working for Bristol in October 1979. 2: GHY 133K was a Bristol RELH with ECW DP49F body. It was new to the Bristol Omnibus Co in 1972 and served the company until 1986, when it passed to Badgerline until 1983. It was then re-sold to Phil Anslow Travel, Garndiffaith where it was destroyed in a depot fire in 1994. It is seen here in Kensington Depot in Bath in August 1980. 3: Arriving with Maidstone & District in 1982 was CKE 167Y, a Leyland PSU3G/4R with ECW C49F bodywork. It was delivered as seen, in NBC coach livery and a grey skirt. 4: XPD 130N was a 1974 Bristol LHS with ECW bodywork new to London Country, as its fleet no BN30. It was sold to Wombwell Diesels in 1983, passing to Wood of Rotherham before eventual scrapping in 1987. 5: New to Southdown in 1975 was GNJ 577N, a Bristol VRT with ECW H43/31F bodywork, which passed to the new Brighton Hove & District in January 1986. It was re-sold to Topping of Wavertree by 1988, where it was scrapped by November 1993. 6: BKE 857T was a Bristol VRT/SL3/6LXB with ECW H43/31F bodywork new in 1979. This bus is seen carrying traditional Maidstone & District livery to celebrate the company's 75th birthday, carried from 1986 to 1989. It was sold in 1988 to Truronian of Truro, but destroyed in a depot fire on 31st December 2005. 7: MFN 43R was a 1976 arrival with East Kent, being a Bristol VRT/SL3/6LXB with ECW H43/31F bodywork. Unlike the other VRs seen here, this was to full-height specification, as shown by the wide white band at cantrail level. It was withdrawn in 1995 and scrapped. (M&D and East Kent Bus Club). 8: C454 GKE was a Leyland Olympian ONTL11/2RHS carrying CH45/28F ECW bodywork new in 1986. It carried the later style Invictaway livery of M&D. Surprisingly it only remained with the company until 1990, when it was sold to Northumbria of Newcastle-Upon-Tyne.

1 ONLINE
shop.kelsey.co.uk/xvrs

2 POST

Fill in the form and send to:
Subscriptions, FREEPOST RTKZ-HYRL-CCZX,
Kelsey Publishing Ltd., Cudham Tithe Barn,
Berry's Hill, Cudham, Kent, TN16 3AG.

3 CALL
01959 543 747 & quote offer code XVRS
Hotline open: Mon – Fri 8am – 6pm.



XVRS



Merry Christmas



6 ISSUES £18 OR 12 ISSUES £35

shop.kelsey.co.uk/xvrs



SAVE MONEY ON THESE POPULAR TITLES THIS CHRISTMAS...

KENT AND SUSSEX TRANSPORT

Les Freathy brings us another selection of pictures of vehicles at work in these southern counties.

**PART
FOUR**



Above: A Ford D1000 Series tipper with a heavy duty body, RGY 304F (London, 1967-8), working for H Smith and Co, a plant and transport contractor, operating out of Orpington in Kent.

Here we are once more on the Kent and Sussex transport scene, with another mixed selection of images, which I hope will appeal to readers.

A few more recovery vehicles are shown, leading to a future special on this type, a number of which were to be seen in these counties. This month, I have included a road roller, with more to be included in small numbers in future articles.

Left: Winters 24 Hour Recovery Service was based in Strood, in the Medway towns, and ran a diverse range of medium to heavy recovery trucks including this Scammell Constructor (the registration looks like 798 CLN – London, early 1960s). The last time I visited the company's depot, which would have been good many years ago, it was on the Isle of Grain, where I spotted a Volvo and Magirus parked up.



Right: Spotted in the Highways Depot at Junction 11 on the M20 was this long wheelbase six-wheeled Ergomatic-cabbed AEC Mammoth Major recovery vehicle, registered KYL 360P (London, 1975) owned by Auto Renovations from Medway, which was and I think still is a specialist in motorway recovery during road maintenance works. I have the crane down as a Holmes 750, but the more I look at it, it appears to be of a heavier construction. Perhaps a reader will be able to put us right.

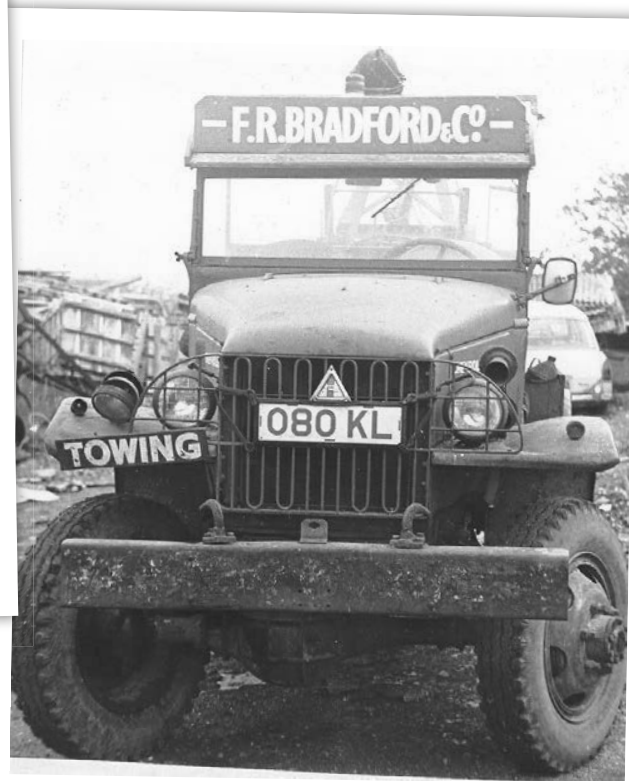


Left: Another picture in this series of a vehicle from the earlier fleet of Alan Lock of Headcorn is this eight-wheeled Gardner-powered Atkinson Defender tanker with sleeper cab. A question for those in the know, would this have been factory fitted or added by the company's workshop?



Below: Over to Sussex now and another Ford 83W 10cwt van, DDY 973 (Hastings, 1947), this one owned by Williamson Ltd, based at 10 Wellington Place, Hastings, and used to deliver fresh groceries and provisions. This Ford would have been supplied and signwritten by Hollingsworth, the main Ford dealer in the area.





Above and left: Many years ago, while working on the Isle of Grain, actually on my way out, I spotted this ex-US Air Force Chevrolet M6 bomb service tractor, converted to a breakdown truck, by garage owners F R Bradford and Co, based at Fenn, Rochester. From conversation at the time, I gathered a few people had been trying to purchase it for restoration, but to no avail but I was quite happily given permission to take a few photos. The well-know transport artist Mike Jefferies has produced a fine painting from one of the pictures.



Above: A interesting picture from the 1940s, taken at Larkfield on the A20, with a number of lorries parked outside the transport café, including a Bedford WTL Luton van of A G Smith of Sheerness, an artic and further back an AEC. It is a pity the forward control Albion turning off the main road or the little bus being passed by the Austin 8 or 10 cannot be identified. How different this scene is today, with traffic lights and various traffic lanes, although some of the old buildings still remain.



Left: Alfred Button and Sons was a well-known Kent supplier of provisions to many hundreds of shops in the county and beyond. I can well remember seeing the company's dark green and cream trucks everywhere I went. This Canterbury-based Bedford OSS artie van is seen with its driver, Mr Waller, the father of Frank Waller, now known for his 'RTI' model lorries and parts.



Below: The vehicles of Arnold Transport of Gravesend, Kent were a familiar sight in the 1950s and '60s. The company ran quite a fleet of different trucks, including a number of Atkinson eight-wheelers, including this L1586 PXE 645 (London, 1955).



Above: A fairly recent picture taken at Lympne Airport Industrial Estate of two six-wheeled Ford Transcontinental recovery trucks of Translink Rescue, registered Q849 NPP and Q393 OCR. At one time, this company ran quite a fleet of this type, but I believe only a couple, if any, are still in the working fleet today.



Above and below: Two pictures of a preserved Bedford ML dropside, MKK 217 (Kent, 1949), restored to its original livery, Nicholls, coal merchants, of Densole, near Hawkinge. Underneath the bonnet, the vehicle was restored to the same high standard of workmanship as the exterior.



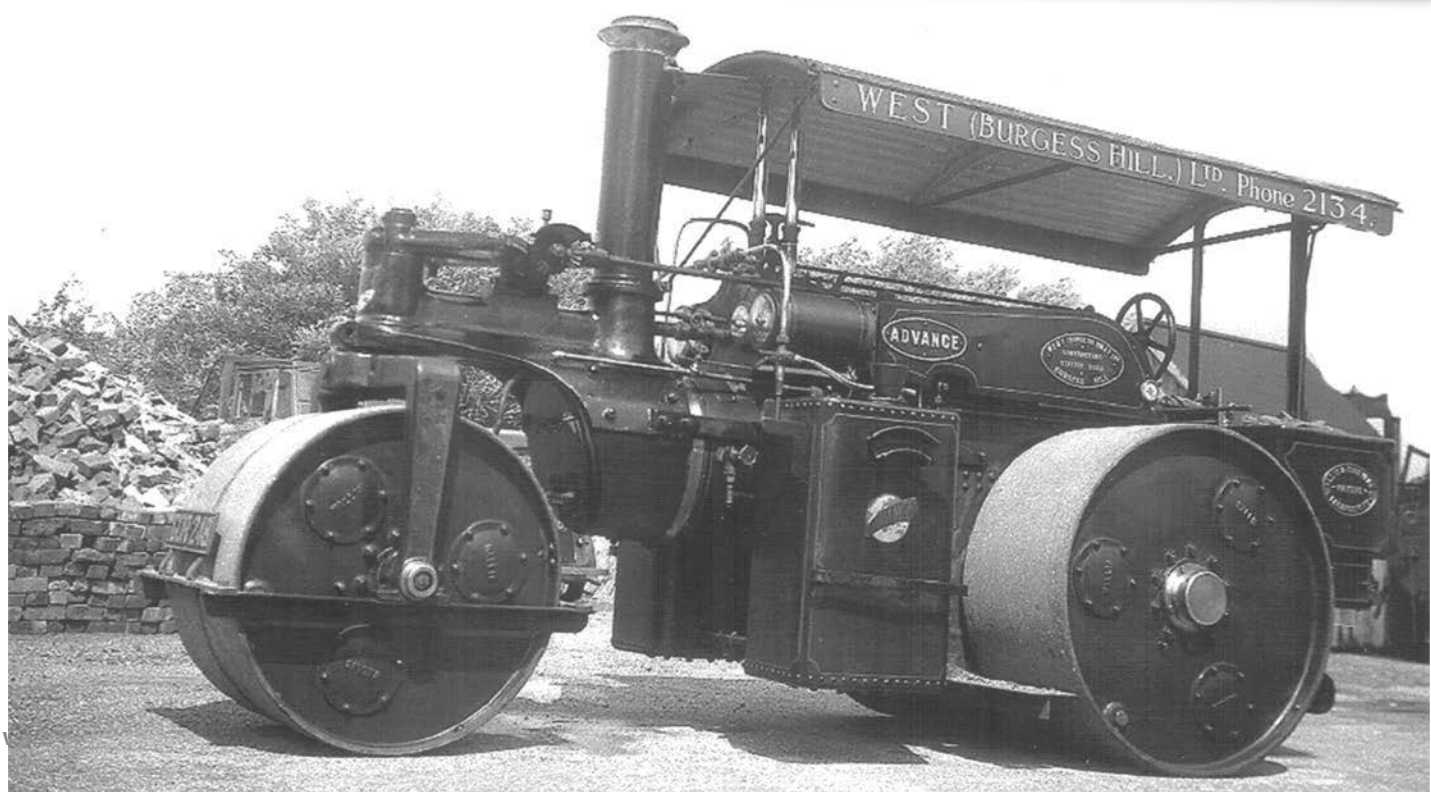


Above: A great picture of a magnificent six-wheeled AEC Mammoth tanker, KJ 1394 (Kent, 1931), in the livery of South Eastern Tar Distillers Ltd, based in Vale Road, Tonbridge.

Right: Here we are back at Haynes premises in Maidstone, during World War II, when the company, along with hundreds of other garage workshops, was employed by the War Office to service and repair many locally-based military vehicles. We can see Bedford OY and Leyland Retriever lorries, an Austin 8 staff car and an Austin-based 'Tilly'.



Below: Something a bit different now, but still on the road transport theme, is this Wallis and Steevens Advance road roller, from the fleet of West, from Burgess Hill in Sussex.



Rally Round-up

We are still making our way through our contributors' reports from the many rallies during the 2017 season. This month we finish off July, with another 16 events to cover during August to October in the next couple of issues. So here's some memories of the (mainly) sunny days of summer...

Long Melford Vintage Rally

Len Jefferies went to this show, held 1-2nd July, near Sudbury, Suffolk, where he saw a good selection of commercial vehicles, some not often seen far from home.



Above: Seen between two well-travelled preserved lorries, Dodge Kew VNG 530 and Seddon KRT 203, was this 1956 Commer Superpoise A15 dropside, JGV 361.



Above: Another lightweight, a 1966 Bedford J1, JFL 289D, unusually with a box van body, still rather overshadowed by the Atkinson recovery vehicle beside it.



Above: A more recent preserved vehicle, but no less welcome at rallies these days, a Volvo F717 tractor unit, MAH 229V, dating from 1980.

Welland Steam Rally

Bary Fenn went to this event, held 28-30th July, near Worcester and Malvern, where there was again a good number of different commercials to see.



Above: A nicely-restored Austin A40 van, MTH 96, in Malcolm Herbert Plant hire livery.



Above: Another A40, this time a pick-up, MUY 329, restored in an eye-catching two-tone green.



Above: Among the many good-looking lorries was this Bedford OST tipper, OUR 443, which Barry hadn't seen before.

Ackworth Steam Rally

Keith Baldwin and **Vic Capon** visited this show, held 15-16th July 2017, near Pontefract. Keith says there was a wide range of vehicles in attendance, from motor-cycles to traction engines, but no buses! A well-patronised show with lots going on.



Above: This Austin K4, with wartime grille and unusual coachbuilt cab, LRA 748, is restored in John Bowman & Sons livery. (KB)



Above: Another Austin K4, re-registered ADM 385A, has been preserved in original condition, having always been a garage breakdown truck. (KB)



Left: David Hare of Tong, Bradford's Leyland Octopus, USU 967, is an understated restoration, which looks ready for another day's work. (VC)



Above: A smart dropside lorry from 1950, 1548 JG, based on the chassis-cab version of the Austin K8 'Three-way Van'. (KB)



Above: Maybe ripe for restoration, but still impressive at it is, JSV 850 is a 1943 Diamond T 980 6 x 4 ballast tractor. (VC)



Above: AEC Monarch, LUW 132, is another vehicle restored to a workmanlike condition. (VC)



Above: David Gee's Albion box van, GJV 783, is restored to its original Smith's Crisps livery, but an opening side panel reveals a fairground organ. (VC)



Above: Tipper-bodied Austin FG, ECG 502D from 1966, has been restored as a W Greenwood & Sons coal lorry. (VC)

Weeting Steam Rally

Mike Gosling and **Vic Capon** visited this show, held on 14-16th July, on the Norfolk/Suffolk border, near Brandon, where there are always plenty of preserved commercials to see. Here's a selection.



Above: This Bedford TK 7.5-tonner, HLH 261N of 1974, is another vehicle nicely-restored as a coal lorry, in the livery of Bryan Cater of Northwold, near Swaffham, Norfolk. (VC)



Above: There were several military vehicles at this event, but this ex-WD 1966 late-type AEC Militant, registered OPW 907P, was displayed as a timber tractor. (VC)



Above: This 1959 ERF KV-cabbed six-wheeled ballast tractor, RDB 22, has been seen in several liveries in preservation, but is currently with B A Easton. (VC)



Above: John Andrews' splendidly-restored Volvo F88-290, RFV 838T, looks every inch the international haulage tractor unit. (MG)



Above: 1 This rather unusual Commer K2 HCB-Angus Firefly water tender, RKN 999G, ex-Kent Fire Service, was possibly used by British Sugar at the Bury St Edmunds factory before preservation. (MG) 2: Sentinel DV4/4, GWW 190, of 1947 was originally owned by John Smiths Brewery, but bought in 1959 by Duffields of Saxlingham Thorpe, Norfolk, and one of the first in the UK to be fitted with bulk blowing equipment. It worked delivering feed until 1968, then on a farm and is now restored by Stephen Peck; it used to be driven by his father. (MG) 3: Among the impressive modern-style fairground transport at Weeting was this ERF EC11 eight-wheeler, with the Foden behind, keeping the Sandbach flag flying. (VC)

Ipswich Transport Museum

Mike Gosling also visited this museum in July and noted that the exhibits have been rearranged, making them easier to see and to photograph.



Above: The restoration of 1938 Dennis Ace ('Flying Pig') CAH 923, with ECW body, ex-Eastern Counties and Bickers of Coddennham is seen nearing completion. An ex-Bickers Ford Model T is also displayed in the museum.



Left: This BRS Bristol HA6G tractor unit, 427 EYO, with Longwell Green cab, has been restored at the museum, having worked at the Ipswich and Felixstowe depots.



Above: This Scammell Scarab, BPV 248C, was new in 1965 to R W Paul (later Paul's & White's animal feeds) and used with a bulk grain trailer around Ipswich docks.



Above: Another local vehicle is this recently restored Leyland Cub fire engine, PV 4974 of 1938, the first fully-enclosed fire engine for Ipswich Fire Brigade, which also served in the London Blitz and was finally withdrawn from training in 1967.

Merseyside Open Day

Keith Baldwin visited the Merseyside Transport Trust Open Day at its Burscough base on 9th July. A nice selection of buses were available for rides around the area and were well patronised.



Above: Two former Liverpool buses, VKB 900, a 1957 AEC Regent V with MCW Orion bodywork, and NKD 536, a 1953 AEC Regent III, with Crossley body and enclosed radiator.



Above: This 1949 Leyland Tiger PS2, EVD 580, with half-cab Plaxton body in Beeline livery, is what Keith calls a 'proper old bus', which he hadn't seen for a number of years.

Cumbria Steam Gathering

Keith Baldwin also went to this event, held at Cark Airfield, Flookburgh, near Grange over Sands, on 29-30th July. He says that after a week's rain, the organisers and stewards did their best in trying conditions underfoot. There was a good turn-out of vehicles, with lots to see and do and the visitors who poured in (no pun intended) must have enjoyed themselves.



Above: 1: This 1913 Rhodia truck, G 7416, was reputedly used as an ambulance in World War I. 2: KJT 437 is an attractive-looking ERF 64G KV-cabbed tractor unit. 3: Once in the fleet of Lowe's of Paddock Wood, PKR 668G, Cummins-powered ERF twin-steer tractor unit, with its extended cab, which was originally intended for a municipal customer, is now in North Shropshire Transport Livery.

4: This 1975 Leyland Chieftain, HEN 321N, shows the amount of work involved in restoring a classic vehicle.

5: Delivering coal to the steam engines at the rally was this 1940s ex-WD Leyland Hippo, LSU 690, of coal merchants, W F Wilkin & Son.

6: A 1957 Austin FE, VVF 45, with some interesting signwriting, for Newby Brothers, Jacob's Well Farm, Goosenargh.

John Head



Jim King writes: I am very sad to have to report the passing of classic lorry stalwart, John Head, who had been suffering from cancer for four years, and finally succumbed to a heart attack at the age of 72.

John owned RGC 251, the ex-BRS 1955 Bristol HG6L, and LSU 891, a 1959 Foden S20 four-wheeler. He was one of the 'nice guys' in the classic vehicle movement and we would share many a quip at his frequent attendances at the Max Café Gathering. He was a generous man and one year on Madeira Drive, Brighton at the end of the HCVS London to Brighton run, John leant down from the cab of his Bristol to ask if I had eaten yet? On replying no, he passed me his spare lunch box provided by the Society and it was one of the most pleasant times that I have spent with him. That was the kind of chap that he was.

Our sincere condolences to his wife and family and we wish him a peaceful final journey. We are one 'Knight of the Road' less.

Much Marcle Steam Rally

Malcolm Ranieri and **Barry Fenn** visited this event, held 21-22nd July, in the Herefordshire countryside near Ledbury. There was the usual good line-up of commercials to see.



Above: Beautifully restored in Royal Mail livery, MYF 822, a 1952 Morris-Commercial CV9/40, makes a contract with the vehicles seen behind it. (MR)



Above: There were plenty of ERFs at the rally; here a V-cabbed four-wheeler, RUG 90, of Glyn Morris of Ross-on-Wye, contrasts with much younger B and E Series tractor units. (MR)



Above: Chris Barnard from Gloucestershire was at Much Marcle with this Atkinson six-wheeled recovery vehicle, EAD 474A, and AEC Matador, 1254DD. (BF)



Above: Two rather different lorries, a late type LV-LV-cabbed Cummins-powered ERF 64CU, YTM 473L, next to Bedford J6 dropside, 8405 NX, with a work in progress on a trailer in the background. (MR)



Above: The Morris FE platform lorry, 4750 E of David Read of Gloucester was another recent restoration. (MR)



Above: The company also displayed WSN 953T, known as 'Ratty', a 1976 three-axle ERF B Series, with Jennings sleeper cab, its Gardner 8LXB replaced with a Mack engine, Eaton double-drive axles, also from a Mack, which might be fitted with a fifth wheel or become a recovery vehicle... (BF)

TruckFest Original

Barry Fenn went to the Truckfest Original event at Newark Showground on 2nd July, where there were a few interesting classics among the more modern vehicles, including this 1908 REO tanker on the Certas Energy stand.



REGIONAL TRAMWAYS, THE NORTH WEST OF ENGLAND POST 1945

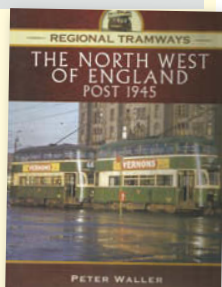
BY PETER WALLER

PEN & SWORD BOOKS LTD, 47 CHURCH STREET
BARNSELY, SOUTH YORKSHIRE S70 2AS.

WWW.PEN-AND-SWORD.CO.UK

ISBN: 978 1 47386 207 4 £25

This book looks at the history of all the tramway systems which survived into the post-war period, around Lancashire, Liverpool and what is now the Greater Manchester area, including the modern Metrolink and that great survivor, Blackpool. With 191 pages, including over 200 period pictures, a dozen route maps, the development of each town or city's trams is documented from their inception to demise in most cases. The book explains how they interlinked, so you could travel by tram from Liverpool's Pier Head to the Pennines on a unique network. Both the trams themselves and the services are discussed in some detail, so this contributes to the social history of the area. The third in a series intended to cover the country, which all tram enthusiasts will enjoy.



MY LIFE IN TRANSPORT –IN THE OFFICE, ON THE BUSES, DRIVING COACHES,

BY KEITH KITCHING

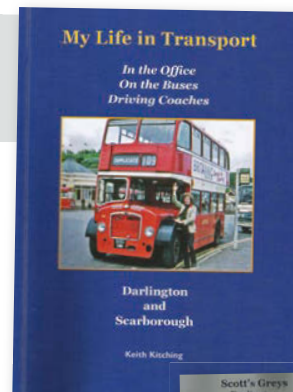
ISBN:978-0-9957772-1-7

Like his first book 'Glorious Runs & Safe Returns', the history of Scott's Greys of Darlington, which is still available, 'My Life in Transport' is only available from the author, at £23.45 including UK postage. For further information, contact scottsgreys@tiscali.co.uk or telephone 07949 408472.

Keith needs no introduction to long-term readers of this magazine, who will remember his articles about his exploits during his working life, as well as the history of Scott's Greys coaches and his time with them, expanded on in his previous book. Like that one, 'My Life in Transport' includes additional pictures, while some of the content has been expanded with more stories and information.

Born at Darlington, County Durham in 1950, Keith spent what was to be his short career in transport. From the age of 15, he worked in coach and haulage offices for four years, when Keith unexpectedly found himself working as a bus conductor for the United Automobile Services Ltd at the North Yorkshire resort of Scarborough.

At 21, Keith passed his PSV driving test and soon left the buses to be a coach driver. With his new family Keith returned to his hometown of Darlington to be a driver for the local coach operators Scott's Greys and Brownings Coaches. Then for family reasons he returned to the buses at Darlington until June 1984, when he was involved in a freak accident while driving a bus. At only 34 years old Keith was left with a severe neck injury, which ended his working life. The two books contain lots of interesting and sometimes amusing tales of life on the road, written in a most readable style, which will be of interest and enjoyed by all transport enthusiasts.



BOND VEHICLE COLLECTIBLES

BY PAUL BRENT ADAMS, AMBERLEY PUBLISHING

THE HILL, MERRYWALKS, STROUD, GLOUCESTERSHIRE GL5 4EP

WWW.AMBERLEY-BOOKS.COM ISBN: 978-1-4456-7038-6 £14.99

Perhaps this should be in next month's Model Roadscene, but this book looks at all the model cars and vehicles produced in connection with the Bond films, including the famous Aston Martin and others from Corgi, and other manufacturers' products, like the fairly recent 'part-works' series. Most of these are discussed and illustrated, with 180 pictures in 96 pages, film by film, as they appeared, which makes the book more interesting, along with some details of the different model series and ideas on collecting them. A novel approach to an interesting subject.



THE ALBION MAGAZINE

– NO 110 OCTOBER 2017

PUBLISHED QUARTERLY BY THE ALBION CLUB,
7 JOHN STREET, BIGGAR ML12 6AE, SCOTLAND,
PART OF THE BIGGAR ALBION FOUNDATION.



The latest issue of this club's newsletter includes a report on the 44th Biggar Rally, the Albion Foundation's dogcart being readied for the London to Brighton Run, how a mouse caused the wonderful Gordon's Gin lorry to break down, an Albion in the film 'The Hijackers', plus the usual club news, parts for sale, letters, what's appeared in other magazines about Albions and so on. Anyone interested in Albions can join the club, whether a vehicle owner or not.

DUMFRIES & GALLOWAY INDEPENDENTS

DAVID DEVOY



DUMFRIES & GALLOWAY INDEPENDENTS

BY DAVID DEVOY

AMBERLEY PUBLISHING, THE HILL, MERRYWALKS, STROUD,
GLOUCESTERSHIRE GL5 4EP WWW.AMBERLEY-BOOKS.COM

ISBN: 978-1-4456-6435-4 £14.99

Another interesting picture book from Amberley by this author covering buses in Scotland, with 180 in 96 pages, showing the vehicles of independent bus and coach operators, both before and after deregulation. Apart from a couple of earlier views, the pictures date from the 1970s to recent years, showing well-established companies and newcomers, some now gone, others still in business. The introduction and informative captions help to tell how these operators have fared over the years, in competition with the area companies covering this region.

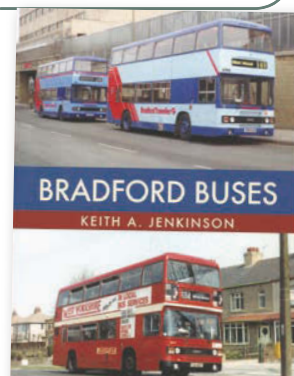
BRADFORD BUSES

BY KEITH JENKINSON

AMBERLEY PUBLISHING, THE HILL, MERRYWALKS, STROUD,
GLOUCESTERSHIRE GL5 4EP WWW.AMBERLEY-BOOKS.COM

ISBN: 978-1-4456-7478-0 £14.99

The author has been writing about buses since the 1970s, and tells the story of the bus companies working around Bradford, in the usual Amberley style, from the 1960s up to the present. The 180 pictures, mostly in colour, show all the ever-changing liveries. How do passengers know which is their bus? An interesting one for bus enthusiasts, also offering food for thought on liveries for operators, I would have thought...



RALLY WOES 1

Many thanks for publishing my letter with regard to attending rallies as a visitor. It was good to see that the responses you published from some exhibitors were positive, in that they are actually interested in engaging in conversation with rally visitors when they can and are looking to make this a more amenable situation for all parties. I read John Sutton's letter with interest, and it confirmed it wasn't just me/us who hadn't been able to find anyone knocking about to have a chat with. Anyway, well done to Malcolm and Vintage Roadscene for raising the issue.

Stephen Moran, Bury.

RALLY WOES 2

Replying to 'Rally Woes', I cannot believe some of the critical comments. As an exhibitor and visitor, a rally is where we all go to have a good old chinwag about the subject we all love! Chatting and 'shooting the breeze' is all part of it. So pick your time to chat to exhibitors and like-minded folk – common politeness, no interrupting, be sensible and patient.

With regard to the comments relating to Neil Bartlett, no family could be more knowledgeable and approachable with regard to their superb vehicles and I know

first hand how convivial this family is.

A year or two ago, working in Italy and then Greece, as I worked for myself, I managed to visit a superb truck show in Greece. I recall, when night fell, the Bartlett boys and His Lordship, Nick Garlick joined me in the back of my Scania and we all sat enthralled, watching the film 'The Long Haul' (difficult to get then, easy now), and were amazed when Victor Mature lifted up the eight-wheeler – a 'Mouth-organ' Octopus, with a pole and a big stone as a lever, while Diana Dors, not a blonde hair out of place, changed the punctured wheel.

Can you visualise the scene? Crazy Greek trucks whizzing around by day and night (not a lot of 'Health & Safety') and us dyed-in-the-wool truck diesel junkies glued to my television – truly magical and so very convivial! Later on, we crossed paths at Piraeus and reminisced! Then I went up to Thessalonika and the 'team' went home.

Such good folk to share magic moments with. The Bartlett family are true professionals, as both their preserved fleet and superb 'on the road' fleet will signify.

Let's all keep trucking along life's highway!

Douglas Vick, Gheltenham Spa.

Thanks for your further thoughts on getting together and talking at rallies. I'm reminded

of the occasional situation when, I'm behind my table/stall selling (well, trying to sell) model lorries, and I see and hear two gents passing, deep in conversation, with one telling the other very seriously: "Of course, BRS had those 'Noddy vans built on Bedford chassis...." or something similar. I wonder whether I should intervene, will it make me new friends, or not... anyway, we've brought the subject of visitors and exhibitors at rallies talking to each other. Let's hope it helps us all enjoy our days out more, eh?

EATON OR ETON?

Correct me if I'm wrong, but I don't think there's an 'a' in Eton two-speed gearboxes. As Jim would say: "If you don't want a bollocking from Frank Hallam, don't ring Sapcote 326 and reverse the charges!"

Merry Christmas.

The Jester from Leicester.

I hate to disagree, but Eaton, the gearbox and axle maker was, and still is, spelled with an 'a' – I've just 'googled' it and the computer can't be wrong, can it? Anyway, as you say, Merry Christmas!

NATIONAL BENZOLE WINNERS

Regarding your mention of National Benzole in 'Tanks for the Memories', in issue 215, I enclose a few photos from my father's collection. The show a Diamond T, GLH 306 – notice the dog sitting on the top rear of the tank, waiting for Father to dip the tank; the driver of an AEC Mercury having a bad day (though he doesn't look too upset – Ed); part of the immaculate fleet with staff and drivers, complete with the peaked caps you mention, at Peterborough Depot in the 1950s; and a picture from an awards ceremony, note the National Benzole banner top left, and illuminated National globes top right – the front table are Peterborough drivers.

A press cutting says over 630 National Benzole drivers have received awards in the 1958 safe driving competition organized by the Royal Society for the Prevention of Accidents. Two local men, who between them have 19 years safe driving, received their awards from Mr J Crawford, Chief Constable, Ipswich Borough Police, at a dinner at the Great White Horse Hotel. Over 80 members of the staff of the company's eastern division attended the dinner,

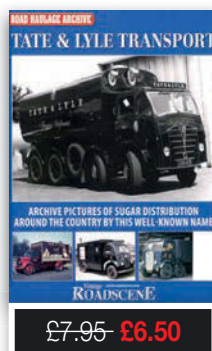
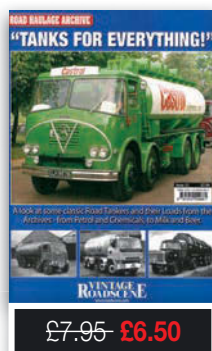
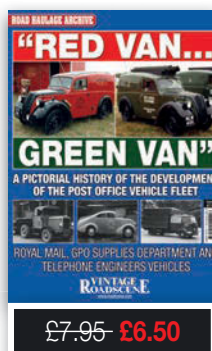
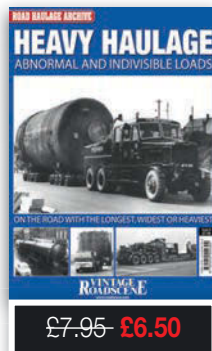
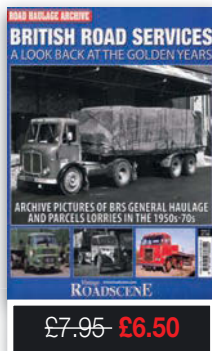
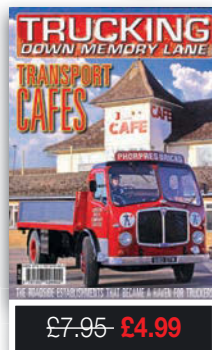
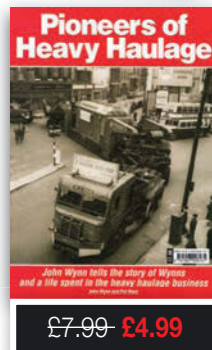
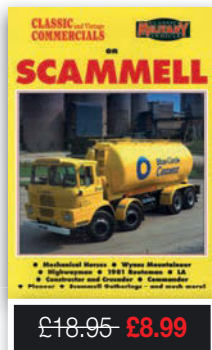
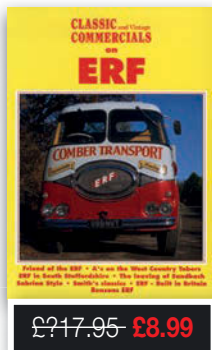
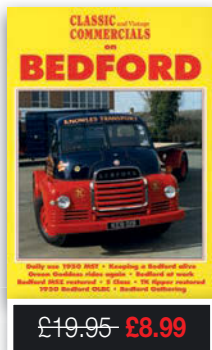


including Mr W S Westbrook, the company's divisional manager...

Paul Wagstaff, Peterborough



BOOK CLUB



IT'S EASY TO ORDER - SIMPLY GO ONLINE, CALL US, OR POST THE FORM BELOW

shop.kelsey.co.uk/booksale

01959 543 747

Hotline open: Mon - Fri 8am - 6pm.

I WOULD LIKE TO ORDER THE FOLLOWING BOOK/S:

.....

.....

.....

YOUR DETAILS

Mrs/Ms/Miss/Mr Forename

Surname

Address

.....

..... Postcode

Daytime phone Mobile

Email

PLEASE ADD THE FOLLOWING POSTAGE PER BOOK:

UK: **FREE** OVERSEAS: **£2**

☐ I WISH TO PAY £..... BY CHEQUE

I enclose a cheque made payable to Kelsey Publishing Limited, (drawn from a UK account).

☐ I WISH TO PAY £..... BY DEBIT/CREDIT CARD

Please debit my ☐ Visa ☐ Visa Debit ☐ MasterCard

Card number

Security number Valid from / Expiry date /

Signature Date



UK ONLY PLEASE SEND COMPLETED FORM TO:
FREEPOST RTKZ-HYRL-CCZX, Books,
Kelsey Publishing Ltd., Cudham Tithe
Barn, Berry's Hill, Cudham, Kent, TN16 3AG



INTERNATIONAL ONLY: Books, Kelsey Publishing Ltd.,
Cudham, Tithe Barn, Berry's Hill, Cudham, Kent, TN16
3AG, UK. PHONE TOLL FREE FROM USA:
1-888-777-0275 (7am-3pm EST). ROW: CALL: 0044 (0)1959 543 747

BOOKSALE

ROAD HAULAGE ARCHIVE

I have previously written to you complementing you on Road Haulage Archive, but I am again writing to you, because I would once again like to congratulate you on the subjects chosen for the last three issues. These have all covered subjects of particular interest to me, and subjects which have not been widely covered in print before. I was particularly pleased with 'Tipping the Balance', because I had expressed the hope in a previous e-mail that you would publish an issue on tippers.

With regard to the latest issue on Irish

lorries, I wonder whether you have any plans to produce issues on trucks in Scotland and/or Wales. I suspect that there would be a lot more material on Scottish trucks than Welsh ones, given that, for a start, there was a major Scottish manufacturer in the form of Albion, as well as several minor ones, but I still feel that both countries would make for an interesting publication. Perhaps you could also consider an issue on British trucks in export markets, or even more than one issue, covering specific countries, such as Australia.

I also hope that you will continue to produce issues on particular body types and on individual operators. I think I have previously suggested that airport service vehicles would make an interesting issue, on account of their often very specialised bodywork.

Simon Green, Hull

Thanks for your compliments and we'll see what we can do with regard to your other ideas. The subject matter for these 'bookazines' really depends on the availability of suitable photographs.

FODEN ACCIDENT

I thought your readers may be interested in this mishap, reproduced on a commercial postcard. This early Foden diesel, ATC 966 (Lancashire, 1935), belonged to Collier Daniels (Transport) Ltd, and had lost its load, taking the platform body with it. An AA patrol man is in attendance, and the young schoolboys look on behind the rear balloon tyres. There is a pencilled note on the back of the card which reads: "Collier Daniels, based in Kingston upon Hull, but went to Southampton Docks". Perhaps some of your readers can verify that this statement is correct.

Colin Barker, Wilby, Suffolk



HALL & CO FAN

I much enjoyed Phil Reed's article in Vintage Roadscene 215 and also Alan Biggs comments in the same issue. Attached are two photographs of Hall's Guy Warrior's at Fishers Green on 30th May 1966, fleet no 3618, 949 AVB, and fleet no 3760, 912 BRK. My job at that time took me through the

area every day and Hall's fleet was always my favourite: they certainly seemed to be going 'all out' every time I passed one. A common load in the mid-1960s was ballast out and 'muck' from the Victoria line excavations back in to the pits in Hertfordshire. Happy days!

John Hutchings, Kings Langley



CHARRINGTONS TANKERS

Thank you for another fine edition of Vintage Roadscene with the October Issue. I have just a couple of observations: the Charringtons tankers shown on page 44 would have been in the dark grey livery, the green livery was used on the solid fuel fleet,



although some of the bulk tippers carried a black livery. Later the vehicles were changed to the lighter green colour, with solid fuel and tanker fleets using a slightly different shade.

I attach a couple of pictures from the 'Charrilock' magazine. The first shows the Cambridge Oil Terminal with AEC Mk 3 Mammoth Major, Dennis Pax 1 (SEW 80 and 81, if memory serves me correctly) and Pax 2 tankers, also a Pax 1 fitted with Charrold 'Autobagger' bodywork. The other shows 362 FEW, an AEC Mk 5 Mammoth Major, turning outside the Lamb Hotel in Ely.

The Hall & Co series has been interesting, as Halls had a depot in St Ives, with Bedford, AEC, Guy and Scammell vehicles. As mentioned, Halls used Croydon's RK, VB, OY and BY registration letters, but in almost every case the number included a 9.

Page 19 shows the Thurstons Albion. I well remember this vehicle coming to St Ives for the annual Michaelmas Fair. Together with this vehicle came the company's FWD SuCOE, the two vehicles carrying the dodgems on their trailers. Looking forward to the next issue.

John McGlade, via e-mail

MORE DETAILS

I was looking through Issue 215 of Vintage Roadscene and there were quite a few interesting photos in there. The 1949 Jensen on page 16 and the 1949-50 Proctor on page 17 were built with the same driveline, Perkins P6 engines, with gearbox and rear axle from Moss Gears of Birmingham. The 1947 Leyland Comets were made with Moss rear axles, while Thornycroft may have used Moss gearboxes and rear axles in their lighter vehicles, but didn't mention Moss to anyone. Moss also made the gearboxes for Jaguar cars.

Moving along there is a Thomas Alien Scammell Routeman tanker on page 44 and a Harold Wood AEC Mammoth Major tanker on page 45. I believe Harold Wood was merged with Pickfords Tank Haulage to form Tankfreight, while Thomas Allen became part of P&O Road Tanks.

On page 62 there is a 1978 Western SMT Leyland Leopard. Around 1960, I made a visit to the London Transport bus garage in Victoria, which was unusual because it had a basement where they kept other companies' coaches. Among them were some black and white Western coaches.

It wasn't until many years later that I discovered the Western coaches departed from Victoria Coach Station at 7 pm every



evening on the overnight service to Glasgow. Each coach had two drivers to share the driving, changing over every two hours, reaching Glasgow at 8 am the next morning. The London to Glasgow night drivers were held in high regard by the other coach drivers. The London Transport bus garage in Victoria was closed in 1993, after London Transport was deregulated in 1986.

H Daulby, Croydon





Insurance solutions*
for classics and more.

CLASSIC + MODERN CAR • CLASSIC + MODERN BIKE
MULTI VEHICLE • COLLECTORS • KIT CAR • COMPETITION CAR
CLASSIC MOTOR TRADE • MOTORSPORT SUPPORT VEHICLE



At FJ we understand every classic vehicle owner is different.

Our policies start from just £94** and with FJ+ you can add to your policy from a range of cover options* including agreed value, wedding hire, salvage retention and spare parts.

Call our friendly UK team for a quote.

0333 207 6022 or visit: footmanjames.co.uk



Part of the Towergate Group

*All cover is subject to insurers terms and conditions, which is available upon request. **Premium example based on: 1981 Bedford 88. Value: £3000. Main policy only and does not include any FJ+ cover options. All premiums assume the vehicle is not the main car and includes Insurance Premium Tax. Driver aged over 25 years old, 2000 annual limited mileage, and full clean driving licence with no claims or convictions. Member of associated club. Postcode OX10, vehicle garaged with no modifications. Includes a £10 arrangement fee.

FootmanJames is a trading name of Towergate Underwriting Group Limited. Registered in England No. 4043759. Registered Address: Towergate House, Eclipse Park, Sittingbourne Road, Maidstone, Kent ME14 3EN. Authorised and regulated by the Financial Conduct Authority. Telephone calls may be monitored or recorded. Sign up to our newsletter at footmanjames.co.uk to receive updates on all the latest news, events, offers and competitions. FP ADGE691.9.16

VINTAGE ROADSCENE

To Advertise in
Vintage
ROADSCENE

Call Matt On
01732 446755

CPA Services



Vintage & Classic Radiator Restoration for the Commercial Vehicle, Bus & Coach Enthusiast
Quality radiator restoration and repair service.
For prompt personal service and advice please contact Jess Dille.

We also offer specialist turbo charger, air brake, oil cooking and water pump repairs.

Units 4 & 5, Site 4, Alma Park Road, Alma Park Industrial Estate, Grantham NG31 9SE
Tel: (01476) 571 404 Mob: 07714 152 394 Fax: (01476) 579 636

www.cparadiators.co.uk

TRANSCHEM TRAINING LIMITED

Training Centres at
Warrington, Wakefield
and Mobile

ADR, DCPC, Forklift and DGSA
Consultants

Full ADR including Tank
Module and Class 1 Explosives
with 35 Hours DCPC £600

Tel: 0151 488 0961 / 07915 610232
www.transchemtraining.com

NA3T

ROAD TRANSPORT PHOTOS

1940s onwards - professionally printed from 80p inc P&P.
Free digital images available for Internet use
Catalogue of over 50,000 photos at

www.na3t.org/road

On-line or mail order

SAE: NA3T(VR), 14 Gannon Road, Worthing, BN11 2DT

eMail: info@na3t.org Phone: Bob 01903 235167

Land, sea or air negative collections purchased

BRS HAMPSTEAD AND SHEETING A LOAD

Referring back to the letter about British Road Services Hampstead, Cressy Road, from Chris Salaman. I enclose a photograph of the depot taken around 1968 from the outside. I believe 'CJ' depot at Hampstead closed a couple of years later.

I also enclose an article from, I think, Commercial Motor, published around 1964 about sheeting a load from H J Heinz at Harlesden. This was one of Hampstead's main contracts. I believe the depot had 38 Bristol HA artics at one time. The one seen in the article was one of the last, delivered in late 1963. The next year they went over to AEC Mandators.



Above: The front entrance to the BRS depot at Cressy Road, Hampstead, closed around 1970.



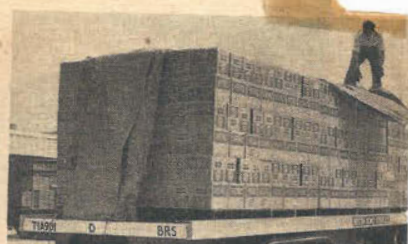
Above: Leyland Comet motive unit 63M682 from Wellingborough in the old BRS Dunstable depot, which was the changeover point for London vehicles.

Right: AEC Mercury artics MF 21 and 41 at BRS Aylesbury in a wet June 1967. At lot of their work was New Holland farm implements. The depot closed in 1971, the vehicles going to Swindon and Amersham.

Covering and Securing a Load



The number of sheets to be used depends on size of load. This trailer is 26 ft. long and three sheets (folded on top of the cartons) were necessary . . .



Standing on top of load, first sheet is rolled out fore and aft. Sheet must be lowered to just below platform level . . .



Sheet is square-folded at the rear. After each movement driver ensures that the sheet is taut . . .



The corner tie-rope is then half-hitched around the nearest hook, and secured to the next hook forward . . .

TATTY sheets billowing in the slipstream; ropes, frayed and dangling. These are all too common a sight on goods vehicles nowadays and poses the question: Are the "younger set" of drivers capable of sheeting and roping a load effectively? More important than this, have they been shown the correct way to do so?

With this in mind we approached British Road Services, who were kind enough to offer a loaded vehicle and experienced shunt driver to demonstrate the way B.R.S. sheet and rope cartoned goods leaving the Harlesden (London) factory of H. J. Heinz and Co. Ltd., destined for their Kit Green (Lancs) factory via the B.R.S. nightly trunk service from Hampstead.

With over 20 years' experience in road haulage, driver H. Ayres, of the Hampstead depot, was using as a model a Bristol tractive unit and a brand new Taskers tandem-axle semi-trailer. As shunt drivers with Heinz, he and his driver colleagues are responsible for the loading of trailers, under B.R.S. representative Mr. J. M. Pratt. "It is our job", he told me, "to ensure that these cartons are sheeted in such a fashion that there are no 'burn marks' on the cartons when they arrive at their Lancashire destination and that the weather does not penetrate. If they are damaged in any way, they are rejected and we (the drivers) are for it."

The trailers in use for this work at Hampstead each carry three canvas waterproofed sheets, plus five ropes.



Second sheet is now folded out and let down so that it covers the front nearside. The front is pulled flush with the headboard and secured . . .

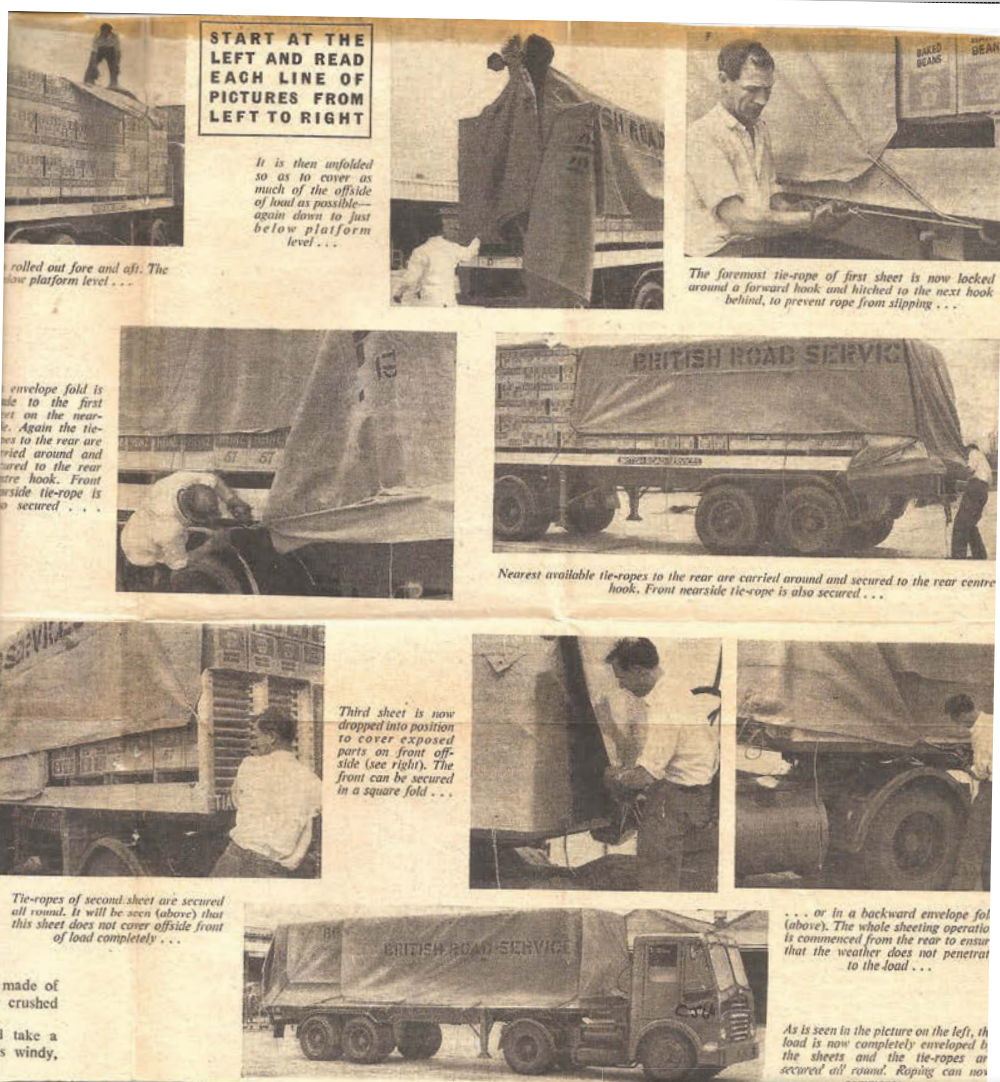


Tie-ropes of second sheet are secured all round. It will be seen this sheet does not cover the load completely.

In addition they carry about 30 corner boards, made of heavy fibre, to prevent the cartons from being crushed by the ropes.

Under ideal conditions the whole job should take a half to three-quarters of an hour. "When it is windy, it could take all day", Ayres told me.





Hampstead was slightly odd because, in the 1964/5 code renumbering, it was included in the BRS codes for the North-west, not London, but was later re-coded 'NC' in about 1968.

I enclose a couple more pictures, taken in the 1965-69 era. I seem to have crossed paths with the legendary Peter Davies at that time, who lived and still lives, I believe, nearby. I have a fair number of back and white photos of BRS and Pickfords if you are interested in using them.

Incidentally, the photo in September's Vintage roadscene of the LDOY contest was near Oxford, with one of BRS Oxford's Leyland Beavers for car body transport in the background. The Hayward Tyler Commer was, of course, from Luton, Bedfordshire.

On page 48 of the August issue, the AEC Mercury Luton van is probably ex-GUS (Great Universal Stores) judging by the 'FK' Worcester registration.

Andrew Bullock, Totternhoe, Bedfordshire.



Above: Leyland Comet tractor unit HB21 from Harrogate, out of use in 1968 at Stevenage depot, little more than waste ground parking.



Above: Another example of good sheeting and roping on a Yorkshire Imperial Metals Atkinson artic from the issue of Commercial Motor with the article on how to sheet and rope a load, as described in the letter.



DAKINS REMOVALS OF NOTTINGHAM

Nowadays, most houses will have fitted carpets, which are almost always included in the sale price, so they won't feature very much in a modern removal. Though I did once buy a house where I refused to pay extra for the shabby rubbish in every room, so the vendor ripped them up and took them with him – leaving me with the task of removing literally hundreds of nails from the floorboards. My, I did bless him...!

However, fitted carpets were almost unheard of in my time, with most households still having carpet (and lino) squares, which they took with them to their new homes. Obviously, they went on the van last, after we had loaded everything else, then they came off first, so that we could lay them, before taking the furniture in. Sometimes we'd get a housewife who just couldn't decide which one was to go where, so we'd have to lay them in one room for her to inspect then, as likely as not, roll them up again and repeat the process until she was happy. Trying, I must admit, but the customer was always right – wasn't she?

Before the days of Dunlopillo-style underlay, felt underlay was the norm: unpleasant to handle and dirt-retaining, one felt in need of a good wash after handling them a few times. Not a problem that we encountered when moving poorer families, as they usually just laid old newspapers on the floor first – felt underlay being sold separately at extra cost. As an aside, when my cousin bought his first house in the 1970s, he found old newspapers dating from 1933 – the year the house was built – beneath the ancient floor-coverings: one carried a report of violence at an election rally in Germany attended by a certain Adolf Hitler – I wonder what became of him?

Lino was still quite popular, either a full square, or in the form of narrow strips, used as a carpet edging. The trouble was that it became brittle with age, and had a tendency to crack when you tried to roll it up and I'm afraid that, if it was particularly groaty, we weren't above giving it a bit of encouragement with our boots. Yes, it was wrong of us, but if you'd seen what some people expected us to handle, you would probably have done the same. For instance: dirty pots and pans left for us to pack; soiled bed linen; underwear thrown on the floor; chamber-pots left for us to empty – no way! And even used contraceptives and STs stuffed beneath mattresses – honestly, I'm not making any of this up. Quite often they'd be professional people too, with plenty of airs and graces. I guess that we saw what they were really like behind their facade...

And so to coal, then still the dominant

power source for industry, the railways and the home: and if I thought that I'd got away from it when I left Babbington colliery, I was very much mistaken. It was too expensive a commodity or people to leave behind when they moved house, so a certain amount was acceptable, if it was in bags, buckets or other containers, though some clients forgot how heavy it was – once two of us tried to lift a rusty old dustbin that had been filled to the brim, and the handles came off in our hands! Sometimes we were confronted with a huge pile, maybe as much as a ton, of loose coal and had to tell the householder that we were furniture removers, not coalmen. And for once the boss would back us up, mostly because he didn't want his precious vans covered in coal dust – certainly not out of any consideration for us.

Strangely, miners – of whom we moved plenty – were never any bother as, thanks to their free coal allowance, they could generously afford to leave it behind for the incoming tenant. The only time that it caused us any nuisance was when a whole street of pit houses had just received their allocation, as it was just dumped in the gutter in large heaps and left for the miner to take round to the coal shed. And that, dear reader, is why every miner owned a shovel and a wheelbarrow – a little bit of social history for your benefit. However, all these heaps of coal lining the street mean more walking for us (and a higher bill for the customer) as we couldn't park the van as close to the house as we would have liked.

Still with coal, in the mid-1960s, Dakins obtained a lucrative NCB (National Coal Board) contract that reversed the usual long-distance procedure of travelling out loaded and returning empty. This time, we were empty to the dying Durham-area coalfield and, after a night out, returned with a miner who had accepted a transfer to the prosperous, indeed, then still expanding East Midlands coalfield. They got quite a good deal too: free removal, disturbance allowance, a brand-new house, much better working conditions in a modern colliery and the promise – later broken, that's politicians for you – of a job for life. Younger readers, and those who've never lived in a mining area, might not realise just how important coal was, less than half a lifetime ago. Now, with North Sea oil and gas said to be running out, we rely ever more on fuel imports from often less-than-friendly nations. I might be dumb, but to me it's the economics of the madhouse...

Coal also provided a tenuous link to Dakins' biggest-ever removal, in that until nationalisation, the family concerned had been colliery owners. A further blow came

in the 1950s, when much of their estate was compulsorily purchased for municipal housing. Colonel and Lady Clifton then sold Clifton Hall, the family home for 500 years, and moved to near Basingstoke. Bill Collins, our No 1 packer, spent three weeks at the hall prior to the actual move, packing the family silver, glass and china, books, linen and clothing. At the start of the third week, Frank Taylor and a team of men began loading our six largest vans with their furniture and the dozens of crates that Bill had ready for them.

The vans were loaded at the rate of one a day, plus one of the flatbeds for garden statuary, marble columns, a huge lead cistern and boxes of garden implements. The task was finally accomplished on the Saturday afternoon and on the Sunday morning, under the baleful glare of Gordon Dakin, our seven vehicle convoy set off, and a fine sight we made too, turning many a head as we swept southwards, through Leicester, Northampton and Oxford, although I was with Jack Straw in bonneted Seddon, SAU 940 (the one that was later turned over on the A5), in the middle of the convoy, and the only thing we saw for most of the day was the back-end of Gerry Folkes' Seddon, MTV 249.

One thing which we hadn't factored into our plans was that, it being a Sunday, all of the transport cafes that we normally used were closed – and removal men do like their cup of tea! We did eventually come across a small tea shop south of Oxford which was open. Trade must have been poor that day, because the proprietor was obviously delighted when ten hungry and thirsty men burst in demanding sustenance, even if our long line of vehicles did a pretty good job of blocking the adjacent highway. Suitably refreshed, we trundled on to our destination where, nobody having seen fit to tell us, we got quite a surprise: the Cliftons were moving into a bungalow – quite a large one, but nevertheless, still a bungalow.

We quickly unloaded a few necessities to see them through their first night: beds, chairs, a TV set and such-like. Lady Clifton was horrified when she discovered that we planned to sleep in the vans, having naively assumed that the firm would have booked us into a hotel for the duration – aye, and pigs might fly – and insisted that we stay with them in the bungalow. Initially, this meant sleeping on the floor, but as we gradually unloaded, spare beds and settees became available. She also lent us her Hillman Husky every night, so we could go into Basingstoke for a meal and some entertainment, either a few pints or a trip to the cinema. Ten men squeezed into such a small car took some doing, but the crush lessened every night, as vans were unloaded and went on their way.

Also, ably assisted by her two teenage daughters, Lady Clifton provided us with a cooked breakfast every morning, and kept up a constant supply of tea and sandwiches throughout the day. I find it rather sad that these two lively young ladies – who regarded the whole thing as a glorious lark – will now be (like me) pensioners, and that we three are most certainly the only survivors of this interesting removal. We started unloading in earnest on the Monday morning and, as unloading is always faster than loading, we got the bonneted Leyland Comet, one of the Jensens and the Leyland Comet flatbed on their way back to Clifton Hall to collect the rest of the Cliftons' possessions that evening. The bonneted Seddon and the second Jensen were emptied and despatched on the Tuesday, with the first three vehicles returning late that night.

They were unloaded and sent home on the Wednesday, leaving only Seddons PAU 6 and MTV 249 to be dealt with on the Thursday, the job was nearly over. With Lady Clifton in total command and her husband making himself useful by bringing us trays of refreshments – I was never waited on by a Colonel when I was in the army – we quickly filled not only the bungalow, some rooms from floor to ceiling, but also several outbuildings. Fortunately, we did not have to unpack any of the dozens of boxes that Bill

had painstakingly packed as, at the price he was charging, GD could afford to abandon them. Goodness knows how long it took the Cliftons to unpack all of them and find places for everything, it must have been months. Still, I suppose that when you've lived somewhere for 500 years, you do tend to accumulate quite a few bits and bobs – they certainly had. Like eight vanloads of household effects and two flatbed loads of garden paraphernalia.

By Thursday teatime, it was all over, Col Clifton presented Frank with a cheque in a sealed envelope – so we never did find out what it had cost – plus a generous tip to be divided as Frank thought fit: I think I got £5 (it was nearly 60 years ago, remember), about half a week's wages. Waved off by the entire family, we trundled down the drive and went our separate ways: Frank and Walter Sheppard turning right for Nottingham and home in PAU 6, while Gerry, Bill and I

turned left for London and another night out. Despite MTV 249 only having a removals licence, the boss couldn't resist the lure of us picking up five tons of McVities biscuits on the Friday morning – every little helps!

As a footnote, not one of us got so much as a "thank you" from GD for a job well done, not even Frank, who had masterminded the entire operation. Indeed, when one of us had the temerity to comment on how hard we'd all worked, he got the snarled retort: "Well, that's what I pay you for, isn't it?" Pretty typical of many bosses, I'd say.

Here's a table of the schedule. Incidentally, I don't think it bad that, after nearly 60 years, I've only forgotten the name of one driver and the registration of his vehicle. Although, to be completely honest, I may have got the two Jensen drivers the wrong way round.

Next time: long-distance runs, mainly to Scotland; the vehicles; more window work.

David Watts, Nottingham

SCHEDULE

Seddon Mk 5	PAU 6	Frank Taylor, Walter Shepherd	U/L Thursday and home
Bonneted Leyland Comet	Driver only	Two trips
Seddon Mk 6	MTV 249	Gerry Foulkes, Bill Collins and (later) David Watts	U/L Thursday, into London for return load
Seddon Mk 12	SAU 940	Jack Straw, David Watts	U/L Tuesday, into London for return load (driver only)
Jensen	EO 9220	Joe Edge	U/L Tuesday and home
Jensen	TAU 309	Eddie Orridge	Two trips
Leyland Comet Flat	144 CAU	Billy Wood	Two trips

NEXT MONTH...

MODEL ROADSCENE

BEDFORD DEALERS' PICTURES

EX-WD FAIRGROUND LEYLANDS

MALTA IN THE 1980S

MORE ● ECW BUSES ● EARLY VOLVOS ● RALLIES AND THE USUAL CONTENTS

TEXTILES IN THE NORTH



JANUARY 2018 ISSUE ON SALE FRIDAY, DECEMBER 15TH

* Circumstances might cause the planned contents to change

ROAD HAULAGE ARCHIVE

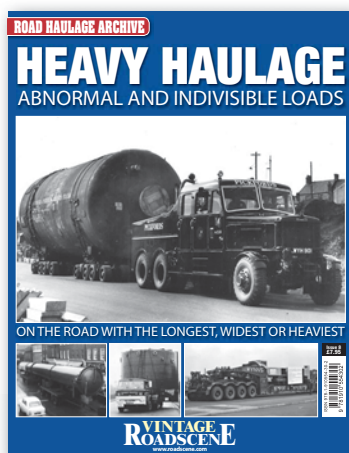
SUBSCRIBE

6 ISSUES FROM JUST £42.93 SAVING 10%

• **Never** miss an issue • **Free delivery** direct to your door



The Road Haulage Archive is published every two months and contains 100 pages packed full of nostalgic photos and detailed information, each looking at a particular aspect of our road transport history. From lorry manufacturers, like Seddon and Thornycroft, to operators, such as Tate & Lyle and the Post Office. Or even a review of a particular industry, such as municipal vehicle development, heavy haulage and the fairground.



ONLINE
shop.kelsey.co.uk/rhas

CALL
01959 543 747

Hotline open: Mon - Fri 8am - 6pm.

POST
fill in the form below

PLEASE QUOTE OFFER CODE RHAS

☒ **YES!** Please start my subscription to Road Haulage Archive magazine.

YOUR DETAILS

Mrs/Ms/Miss/Mr Forename
Surname
Address
.....
..... Postcode
Daytime phone Mobile
Email

UK SUBSCRIPTIONS ONLY

- ☐ **Direct Debit** payment of **£42.93** (6 issues) taken every 12 months (SAVING 10%)
☐ **Cheque / Credit / Debit Card:**
☐ **£47.70** (1 year, 6 issues) ☐ **£95.40** (2 years, 12 issues)

PLEASE SEND COMPLETED FORM TO:

FREEPOST RTKZ-HYRL-CCZX, Road Haulage Archive Subscriptions, Kelsey Publishing Ltd., Cudham Tithe Barn, Berry's Hill, Cudham, Kent, TN16 3AG, UK

OVERSEAS SUBSCRIPTION OFFERS: shop.kelsey.co.uk/rha

BACK ISSUES AVAILABLE: shop.kelsey.co.uk/haulage

Offer/prices available until 31st December 2017. Kelsey Publishing Group Ltd. uses a Multi Layered Privacy Notice giving you brief details about how we would like to use your personal information. For full details visit www.kelseyshop.co.uk or call 01959 543 747. If you have any questions please ask as submitting your data indicates your consent, until you choose otherwise, that we and our partners may contact you about products and services that will be of relevance to you via direct mail, phone, email and SMS. You can opt-out at ANY time via email data.controller@kelsey.co.uk or 01959 543 747.

3 EASY WAYS TO PAY

1. Direct Debit payment of **£42.93** taken every 12 months (SAVING 10%)

Instructions to your Bank or Building Society to pay by Direct Debit

Name of Bank
Address
Postcode Account name
Sort code Account number



Signature Date

Originator's Id number **8 3 7 3 8 3** Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit guarantee. I understand that this instruction may remain with Kelsey Publishing Ltd. and, if so, details will be passed electronically to my Bank or Building Society.

2. I enclose a **cheque/postal order**, made payable to Kelsey Publishing Limited, for the amount of £.....

3. Please **debit** £..... from my account ☐ Visa ☐ Visa Debit ☐ Master Card

Card number

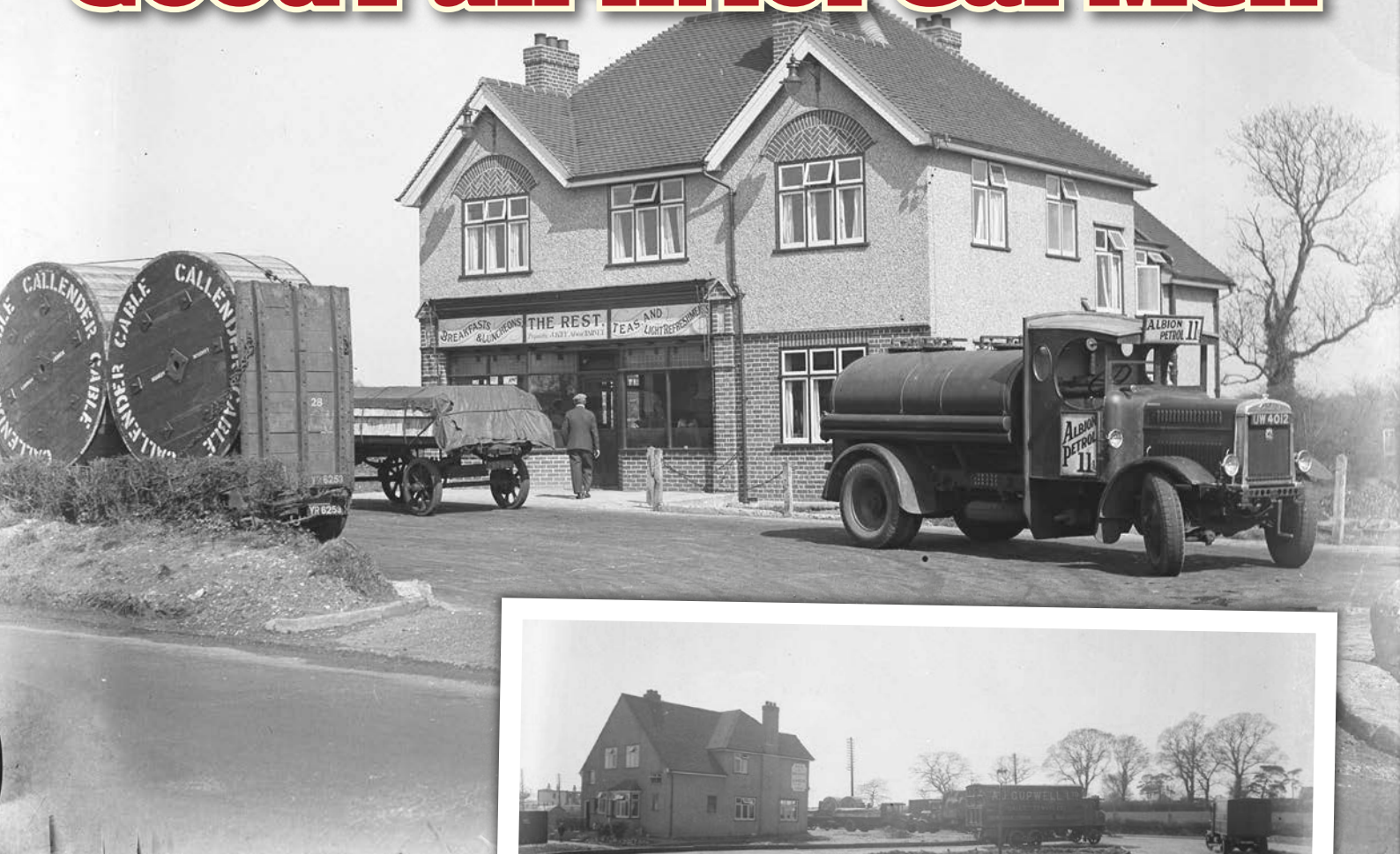
Security number

Valid from / Expiry date /

Signature Date

RHAS

Good Pull-in for Car Men



I remember seeing this on a sign for a café – not so long ago – and am reminded of it when I see these pictures. They might not be the best quality, but quite fascinating. Did the building start as a house or a shop, or was it purpose-built as a café? It appears to have been extended to provide the overnight accommodation. Do any readers recognise 'The Rest'?

The sign on the front says: 'The Rest, Proprietor, J Kiff, also at Barnet' and 'Breakfasts & Luncheons', 'Teas & Light Refreshments'. On the end of the building it says: 'Bed & Breakfast', 'Dinners & Teas' – notice, no mention of 'transport café, although that's what it was. So our J Kiff had at least two establishments catering for people on the road, one at Barnet and, at a guess, this one was further up the Great North Road, as there's lots of 'country' around it.

Most of the lorries are pulled up at the front, while others are on what looks like a roundabout at the side/rear, but is actually a vehicle park, which probably quickly filled up at night.

At the front we can see a Leyland tanker, which looks like an RAF or 'G' Type, UW 4012, a 1920s London registration (quite advanced for its day, a bulk tanker, with its pneumatic tyres and electric lighting). The signs on the door and



headboard say: 'Albion Petrol 11½' – which I presume refers to the price, just under a shilling a gallon – those were the days!

Behind the hedge on the café's lay-by we can see the rear of a low-loader trailer, carrying Callender Cable reels, a heavy load, held on with a cable over the top to the rear ramp, on which the number plate reads YR 6253, another 1920s London registration – was this a Pickfords lorry? It also has the remains of 'On Tow' chalked on the rear ramp.

The third vehicle we can see here is a trailer, on artillery wheels with solid tyres – possibly originally horse-drawn – with a load of boxes. 'Blackburn' is just legible on the side rave, and it carries a number plate, CB 7920 (Blackburn, 1920s), so it's come a long way.

Looking at the view from the side/rear of the café, we can see that this trailer was coupled to a bonneted Saurer platform lorry, with a similar sheeted load of boxes. What a contrast between what was quite a modern lorry at the end of

the 1920s and a, frankly, already very out-dated trailer.

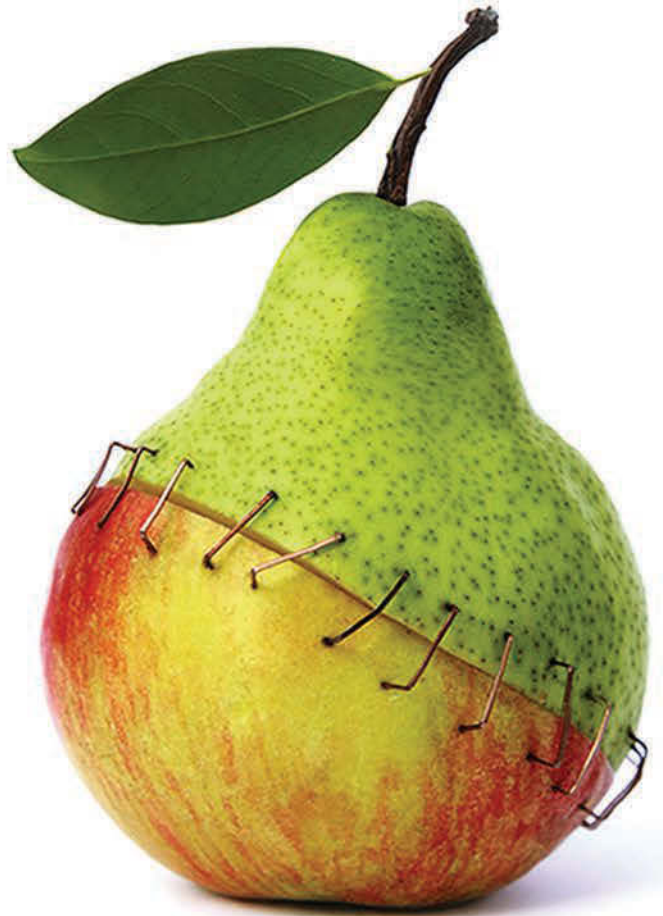
The Saurer is nose-to-nose with another lorry with a tall load under its sheets, and on the right there is another 1920s lorry, with a box van body and solid tyres, but in the centre we have a solid-tyred six-wheeled Sentinel DG6 steam waggon. On the side of its box van body is signwritten 'A J Cupwell Ltd, Daily Services, Birmingham, London, Liverpool, Manchester'. This vehicle must have made quite a sight, as it steamed along the high road, on its long-distance runs between these places...

On the far left, behind the café, there's a small boy, probably wondering what that man with the camera is doing. But in the picture of the front, a driver can be seen simply walking into the café, to join his mates, who we can see sitting inside. The vehicles might have changed in so many ways, but the scene is still instantly recognisable today. And it makes me want to go and put the kettle on... (CHC aaa497/8)

Truck Insurance Policies

Tailored to your Needs by a Broker with over
35 years Experience of providing Expert
advice to the Transport Industry

Is this how
your current
advisor put
your expensive
Haulage Policy
together?



- ▶ UK and European Vehicle, Goods In Transit and Liabilities
- ▶ We also insure Northern Ireland based risks
- ▶ Full supporters of British young drivers and facilities available
- ▶ Specialist Type Vehicles and ADR activity covered upon request



01840 213836
www.cornishinsurance.co.uk

Cornish Insurance: Registered Address 126-128 High St, Delabole, Cornwall PL33 9AJ
Authorised and regulated by the Financial Conduct Authority (FCA) reference number 309401